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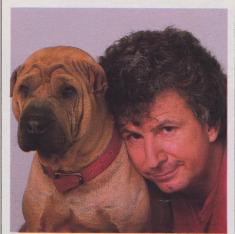


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Atlantic Insight is published 12 times a year by Insight Publishing Limited, 1668 Barrington St., Halifax, N.S. B3J 2A2. Second Class Mail Registration No. 4683, ISSN 0708-5400, Indexed in Canadian Periodical Index, SUBSCRIPTION PRICES: Canada, 1 year, \$22; 2 years, \$38; U.S.A., Territories and Possessions, 1 year, \$35; Overseas, 1 year, \$45. Contents copyright © 1988 by Insight Publishing Limited may not be reprinted without permission. PRINTED IN CANADA. Insight Publishing Limited assumes no responsibility for unsolicited manuscripts and other materials and will not return these unless accompanied by stamped, self-addressed envelopes.

OCTOBER 1988



COVER STORY

Stan Johnson is doing Something Else these days and MITV is counting on his popularity to make the show a winner.

PAGE 16

COVER PHOTO BY MICHAEL CREAGEN

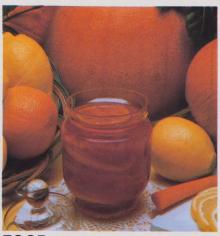


FLASHBACK

Three mining disasters and two major fires would have destroyed most communities. But Springhill, N.S. is getting ready to celebrate its 100th birthday in 1989.

PAGE 22

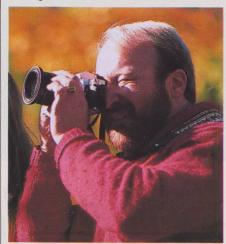
Vol. 10 No. 10



FOOD

Pumpkin, the golden symbol of harvest, was first used by natives and early European settlers. Combined with spices or citrus fruits, it's now finding its way into less traditional recipes like orange pumpkin squares.

PAGE 32



TRAVEL

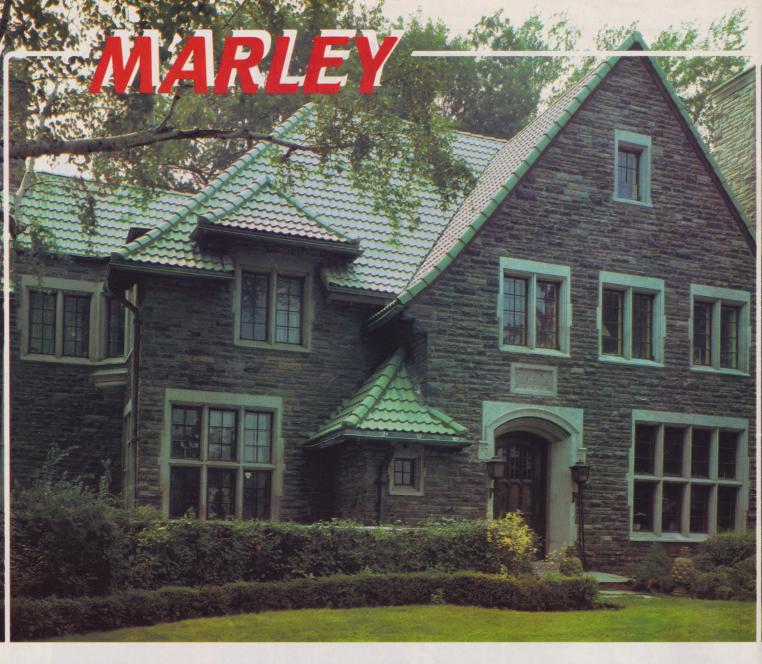
For business and vacationing travellers this fall, Atlantic Canada offers spectacular trails, Oktoberfests and festivals, mainstreet shopping and an office away from home.

PAGE 37

DEPARTMENTS

Publisher's Letter 3
Feedback 5
New Brunswick 7
Nova Scotia 8
Prince Edward Island 11

Newfoundland 13 Harry Bruce 29 Ralph Surette 30 Ray Guy 52



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PUBLISHER'S LETTER

Travel in the region

o date, an astonishing 986 of our readers were kind enough to take the time and trouble to respond to a long and quite complicated reader survey form which we mailed to 5,000 subscribers with the May issue of *Atlantic Insight*. To those of you who helped us with the survey, our sincere thanks.

One important fact which is reconfirmed by this survey is that most *Insight* readers like this magazine, read it thoroughly, refer to it and pass along or save their copies, give it to friends and relatives for Christmas, and rely on both our articles and our advertisements for information and ideas.

One topic we focussed on was the travel you do, both for work and workrelated purposes, and for pleasure. More than half of our readers — 55 per cent, in fact - travel for work and other nonvacation reasons during the course of a year. This group breaks down fairly evenly between light travellers (one to five trips per year), medium (six to 20 trips) and heavy (over 20). A lot of this travel is on the highway, of course, with 54 per cent of our travellers using cars for this purpose in the past six months. Air travel is strong (and probably getting stronger), with 37 per cent of these travellers having flown at least once for work related purposes in the past six months. The once-beloved train has virtually disappeared as a mode of work-related travel; only six per cent of our travellers took the train. But intercity buses are even less popular for work-related travel, with just two per cent using them.

All this moving around means that *Insight* readers spend a lot of time away from home. We're estimating that our sample of business travellers spent an average of 8.9 nights away from home in the past year, about half of them within Atlantic Canada and half beyond. More of our readers spend nights away from home within Atlantic Canada (32 per cent) than elsewhere (22 per cent) but those going further away tend to stay

away longer.

The most popular destination for work-related travel in the region is Halifax. Twenty-one per cent of our readers say that they made one or more business trips to Halifax in the past year. The next most popular destination? Toronto, which 15 per cent of our readers visited. After Toronto comes Moncton, visited by 11 per cent in the past year, closely followed by Montreal (10 per cent), St. John's (10 per cent), Ottawa (eight per cent), Fredericton (eight per

cent), Saint John (eight per cent) and Charlottetown (eight per cent).

For all non-vacation travel — which would include trips to meetings of organizations, seminars and conferences, travel for medical reasons and shopping too — again Halifax topped the list of destinations, with 38 per cent of our readers reporting at least one trip in the past 12 months. Toronto remained second at 21 per cent, but this time it was tied with Montreal.

On the vacation and pleasure trip side, our survey has confirmed what other recent research has indicated — that the most popular vacation spot for us is right here. There were 54 per cent of our readers who chose Atlantic Canada as a vacation destination in the past 12 months, with other spots like New England, Western Canada, Florida and the Caribbean at far lower percentages.

All these numbers suggest that people in the Maritimes and Newfoundland are right to look to their neighbours as the best prospects for travel and vacations. Travel and tourism are key industries in this region, and tremendous resources are devoted to attracting outsiders to come here. By recognizing the potential of people nearer at hand, though, we can achieve a balance that is impossible for regions that become overdependent on tourism and travel from outside.

A few years ago, the joke was that the easiest and most convenient place to have a meeting of people from all four Atlantic Provinces was Toronto. That was because the connections back and forth between Toronto and the individual centres in this region were better than the connections within the region. That is no longer the case — though it has come in part by Halifax taking on a Toronto-like role as the hub of the air transportation system.

The impression I get from our survey results is that people in this part of Canada see many reasons and advantages to travel within the region. They do it a lot already, and they'll be doing it even more as they learn more about the possibilities the region holds and as the transportation system improves.

And, to do our part in letting you know about the possibilities of travel within the region, we have some travel stories in this issue. I hope it gives you ideas and suggestions about places you'd like to see, or appropriate spots for you to have your next meeting or convention.

- James Lorimer

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FEEDBACK

A summer of misery for many

I just finished reading the article, *Memories of Summer* '88 (Publisher's Letter August'88). Yes, it is a summer to remember, but a summer of misery for our farmers out in Manitoba, Saskatchewan and the fruit growers here in Okanagan. Half our cherries are destroyed already on the trees, and if it doesn't stop raining soon there will be no cherries at all, and therefore no work for the packing house workers. The same is happening everywhere else.

People are getting laid off left and right, and you write about how prosperous our economy is. How does a publisher know how other people are doing? What if you were looking for a job and found one? Would you work for half the wages you were earning before? Here in Okanagan we rely on our fruit, and if there is no fruit, there is no work either! You must ask the young married people how hard it is to start out even with high education. They don't get any jobs because they've got no experience.

I hope next time you'll stick to the truth about our prosperous Canada. For the last 15 years our country has been going down, but what can one expect with so many crooked people in our government!

Isle Kinakin Kelowna, B.C.

A love/hate relationship

Love *Insight*: the content, Folks, Ray Guy, Bruce, Surette, the food section,

they're all great.

Don't love: the mailing labels on the front cover, the long shipping time required for the beautiful craft work offered for sale (baskets, salad servers, etc.), so I do not order any of them. Four to eight weeks is too long.

Anyway, keep up the good work.

Tony Wallace
Hamilton, Ont.

Apostles for Holy Apostles

Just a note to let you know that a story in your magazine some time ago, Ancient chants of dawn away from the 20th century (Dec.'86) is soon, please God, going to cause a great deal of happiness in our parish.

After I read the article on the Augustinian monks of Monastery, I wrote Brother Emmanuel and asked him if he'd consider carving 12 statues of the 12 apostles. To our delight, he agreed. Twelve donors have agreed to pay for the statues.

Our church in Renews itself is named Holy Apostles and, in the old days, there were 12 statues, probably made of chalk or plaster, high up on the walls all around the church...

I'm glad someone at your magazine did that article.

Father Gordon Walsh Renews, Nfld.

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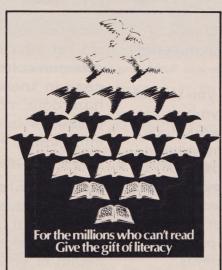
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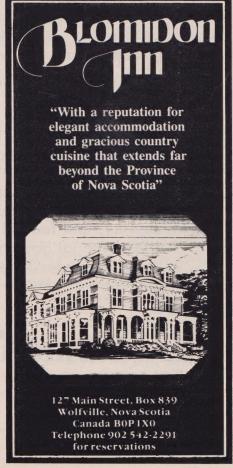


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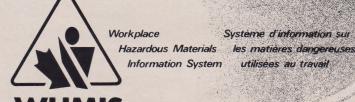
If you are one of them, you should know there are new symbols for safety, to make your workplace safer and healthier. The new

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(WHMIS) was developed cooperatively by labour and industry; and federal, provincial, and territorial governments. WHMIS includes labels with appropriate safety symbols, material safety data sheets, and worker education to communicate everything you need to know about the hazardous materials you encounter in your workplace. Information that will help prevent illness and accidents.

For more information, contact your employer, your provincial, or territorial agency responsible for occupational safety and health or your nearest Labour Canada office.

Canadä



RCMP will patrol highways again in New Brunswick

The controversial New Brunswick Highway Patrol established just eight years ago is being phased out by the Liberal government

by Peter Boisseau n a lonely stretch of highway south of Fredericton, N.B., highway patrol constable Manny Aucoin met his death at the hands of a stranger, shot at close range while he sat in his car writing a speeding ticket. He didn't know what hit him.

It took half an hour before someone noticed his motionless patrol car at the edge of the road and became suspicious enough to stop. Like all highway patrol officers, Aucoin had been working alone. His nearest back-up was as much as two hours away. Many said Aucoin's death illustrated the fundamental weaknesses of the highway patrol: too few officers and too little money for too much territory.

A year later, the New Brunswick Highway Patrol is being phased out, a victim of budget cuts, politics and bad p.r. It was viewed with cynicism, from the day it was created in 1980 by former premier Richard Hatfield. Hatfield said the NBHP would free the RCMP to concentrate on criminal investigations. Critics charged it was only meant to "free" Hatfield from the RCMP, for whom the flamboyant premier held no love after embarrassing investigations into alleged PC party kickbacks. The opposition Liberals suspected the Tories wanted to replace the RCMP with a provincial police force.

So it came as no surprise when the Liberals disbanded the force less than a year after taking office. The patrol's future was high on their agenda when they swept to power last fall, but perhaps wanting to avoid acting with indecent haste, the government hired Toronto law professor Alan Grant to prove what they suspected: the NBHP was ineffective. The bottom line is cost, says Grant's study. The province will save \$2.5 million by bringing back the RCMP.

Whatever the reasons behind the departure of the NBHP, some New Brunswickers are happy to see them go. "It's the best thing that ever happened," says Raymond Cook of Hartland, a small western New Brunswick community that will lose five jobs along with its highway patrol detachment.

"I know it was never proven, but word is they worked on a quota system," Cook adds. "I've been stopped and given a warning for going only a couple of

kilometres over the speed limit."
Somehow, the NBHP touched a raw nerve with many people. Whether they were accused of being overzealous or upbraided for being too lax, New Brunswickers found ways to resent their presence. Cook points out what was perhaps the patrol's biggest downfall; many New Brunswickers could not accept it as an adequate replacement for the RCMP, and in their eyes, the NBHP never quite shook the image of a "Mickey working time doing precisely that."

The patrol members were working too much overtime trying to provide a minimum amount of service, says Grant. And though highway fatalities had dropped from 260 in 1979 to 151 in 1987, Grant says that was just as likely due to the province's seat belt law as it was to the patrol's vigilance. Though he praised the dedication of the patrol members, he did not conceal his disdain for a system that split jurisdictions between the RCMP and highway patrol. "The present policing arrangements diverge from any rational organizational framework which could be supported by modern police research."

In the final analysis, says Grant, the patrol had been given a "Mission Impossible."

Many blame the patrol's mediocre legacy squarely on the Conservatives, who were accused of treating it like their own private police force. Residents in Hartland concede there was more than coincidence behind the transfer of an



The familiar black and white NBHP cars will soon be replaced by RCMP cruisers

Mouse" operation compared to the

"I don't think they were properly trained. The RCMP are better," declares

Hartland mayor Roland Perry says the officers did the best they could under the circumstances. "They certainly kept the speed down on the Trans Canada Highway, but after they put them out on the secondary roads, the NBHP just didn't have the people to do it."

Conversely, some of the patrol's staunchest defenders are non-New Brunswickers. Disbanding the force is not a good idea, says tractor-trailer driver Keith Enegel of Toronto, who claims the NBHP stacked up well against the OPP (Ontario Provincial Police). "I noticed four-wheelers (cars) that screwed up getting nailed a lot.'

But Grant, a former Scotland Yard inspector, levelled a damning indictment at the way the patrol functioned. He noted that NBHP spent only half of their onduty time actually patrolling the highways. One would expect that a police force whose mandate is to patrol the highways and enforce motor vehicle laws would in fact spend most - if not all - of its

NBHP detachment to their village, Hatfield's home riding.

For several years the force appeared to be quietly settling into its job, but tension was simmering beneath the surface. The pot boiled over in 1986 when NBHP chief Lionel Poirier resigned, claiming political interference was making his job impossible. He accused the government of interfering in the investigation of a motor vehicle fatality to protect the niece of a high ranking justice department official. Liberal MLAs picked the opportunity to voice charges of patronage in the hiring of NBHP staff.

And though the Conservatives didn't agree to an investigation, they conceded the charges had led to public ridicule of the patrol. The whiff of scandal led to the separation of the highway patrol from the justice department, but the damage

By January of next year, the RCMP will rule the roads again, according to the timetable the Liberals announced. But even though the NBHP's familiar black and whites are disappearing from New Brunswick's highways, the patrol's troubled history won't soon fade from memory.

Mastering the basics to succeed in the mainstream

Landmark East has built a reputation on the strength of its success in helping students overcome their learning disabilities

by Tom Mason oyden Trainor isn't your average young adult. He's what some individuals might enviously refer to as an over-achiever. The 23-year-old Port Hawkesbury native has racked up an impressive list of accomplishments in the last few years, including winning the most awards in the history of St. F.X., becom-ing president of the Students' Union of Nova Scotia, valedictorian of his graduating class and being appointed to the Maritime Provinces Higher Education Commission. But Trainor's achievements have not come easily for him. Royden Trainor has dyslexia, a crippling syndrome that makes simple acts like reading and writing extremely difficult to master.

"Going to Landmark East was an act of desperation," says Trainor. "I had barely survived to Grade 10 and my marks were plummeting. My teachers did everything they could to help but it was clear I was never going to make it to college. Landmark East gave me the chance to catch my breath and made me realize that I could learn. I left with the feeling that I had the right to an education like

everybody else."

Landmark East is the first institution in Canada specifically designed to teach young people with dyslexia. In its 10 years of existence, the little school in Wolfville has attracted students from as far away as Saudi Arabia. Based on a system of teaching dyslexics pioneered by American educator Dr. Charles Drake, Landmark East has an impressive record of teaching young people with almost insurmountable learning problems. "Our graduates have a 70 per cent success rate when they return to the regular school system," says headmaster Fred Atkinson. "Thes's rest head when they return to the regular school system," says headmaster Fred Atkinson.

"That's not bad when you consider that every single one of them was failing when

they came to us."

Outwardly, a dyslexic child appears normal, but in school he's the kid who never seems to learn as fast as his peers. A perception problem that affects the way the brain processes information, dyslexia often leaves its victims functionally illiterate and socially retarded. Albert Einstein, Thomas Edison and media stars Cher and Tom Cruise all succeeded in spite of dyslexia. The average sufferer isn't so fortunate. Landmark East offers young dyslexics a chance to succeed.

There's no magic to the teaching methods Landmark uses. Individual attention and repetition are the keys. The students do their lessons over and over until they get it right — basic spelling, grammar and mathematics. "It's not a creative environment," says Trainor. "Our whole lives were structured, from the time we got up until we went to bed. In class we stuck pretty close to the basics."

A structured lifestyle is important. The world is a confusing place for dyslexics, many of whom lack the internalized organizational skills needed to cope with daily life. Teaching kids at Landmark to



Getting the chance to catch their breath

cope doesn't end at 3:30. After school the projects team, a group of teachers who help students develop social and life skills, takes over until it's time for bed. "These kids have a hard time with the subtleties of social interaction," says Atkinson. "They miss the cues that you and I use to communicate — body language, tone of voice, facial expression. Consequently, they have a harder time fitting in. By teaching them that there's an order to the world, we help them overcome this."

Also important is eliminating the competition among students which causes them to stand out in the regular classroom. Instead, they're encouraged to compete with themselves, to try and

better their own past performances. On awards night, the focus of athletic and academic awards is on who has improved the most, not on who has excelled over his fellow students. Self-esteem is a quality hard to come by among dyslexics.

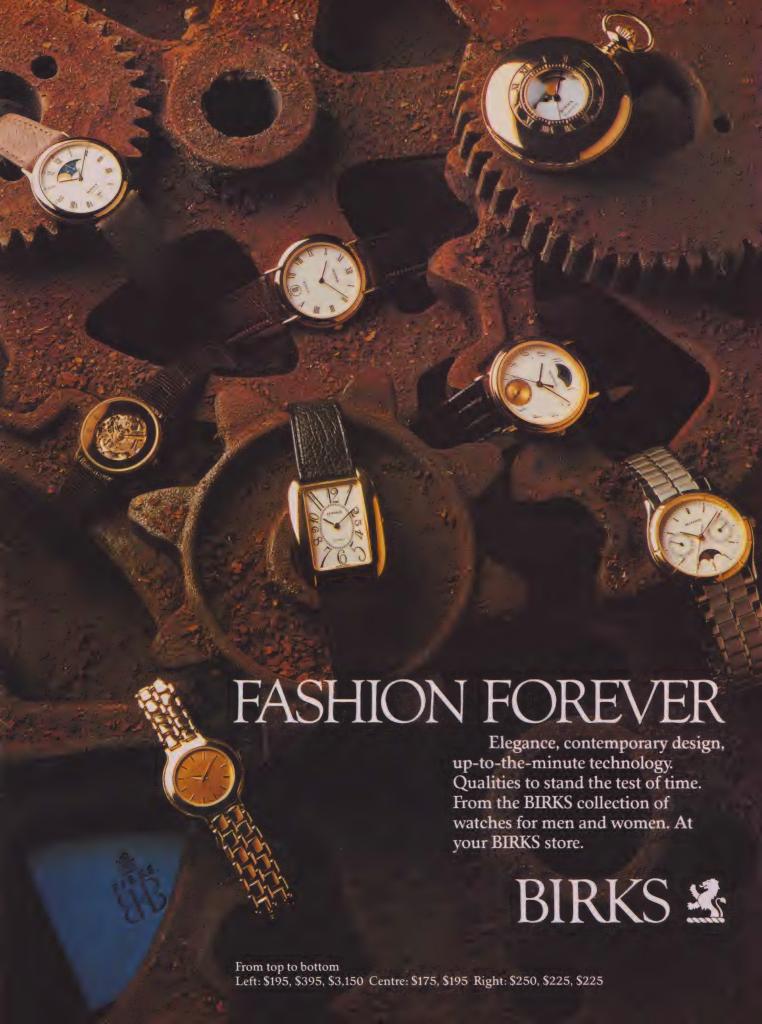
Tim Moore and Evelyne Moore are two of the longest serving teachers on Landmark's 30-member staff. It's not an easy job. Tim teaches classes during the day and Evelyne works nights on the projects team. For eight years the Moores have collectively logged 16 hours a day, living on the Landmark campus, eating their meals with the students, giving up weekends to go on field trips. "It gets to the point where you feel like you're living and breathing Landmark East," says Tim Moore, "but it's still very rewarding. It's strenuous, but any teaching position is if

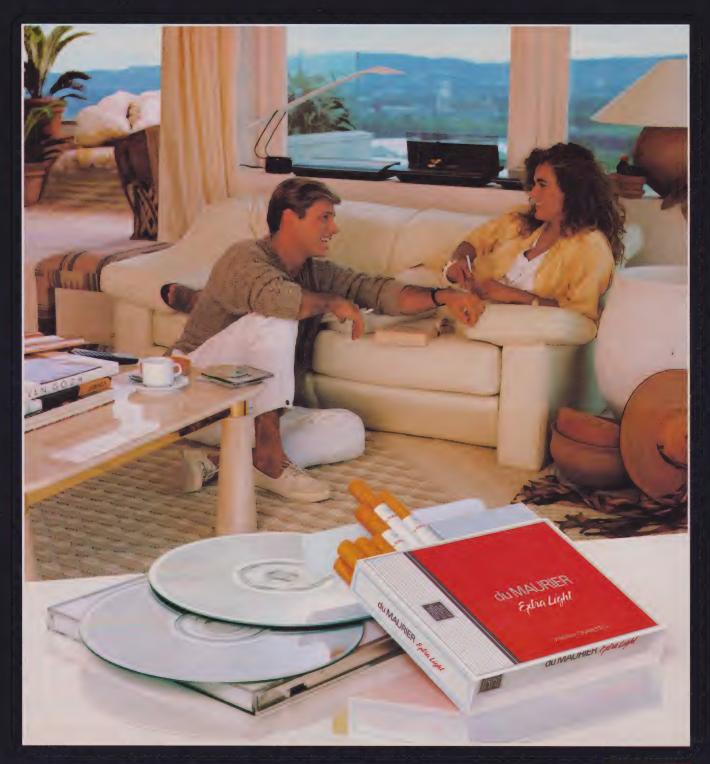
you do a good job at it."

Landmark East still relies heavily on private donations, but the days when students had to come up with five-figure tuitions are over. The Atlantic Provinces Special Education Commission (APSEC) has recognized Landmark as a necessary supplement to the regular school system and now pays the tuitions of all Atlantic Canadian students who meet the admission requirements. "We don't compete with the regular school system," says Atkinson. "We augment it. Our primary goal is to help our students assimilate back into the public school system as quickly as possible. To do that, we have to work closely with school boards and teachers. We follow the progress of all our graduates."

The young people whom Landmark helps are just the tip of the iceberg. Five million Canadians are functionally illiterate; recent statistics suggest that half of them have some degree of dyslexia. "A lot of people think that dyslexia is just a smokescreen, just an excuse for failure," says Royden Trainor. "People meet a person who's dyslexic and their first impression is that there's nothing wrong with him, so why can't he learn like everybody else. It's a difficult stigma to overcome."

Landmark East isn't a cure for dyslexia. Its graduates, like Royden Trainor, will have to struggle for the rest of their lives. Trainor wants to go to law school in the fall, but first he must convince the admissions board that he's worthy. Because of his dyslexia, he failed the entrance exam. But win or lose, he will continue his fight to see that everyone - regardless of handicap — has access to a college education. "Universities have to become more flexible in dealing with people with learning differences. The school system is geared toward teaching people with one kind of mind. The trouble is, each individual learns things his or her own way. A lot of smart people end up nowhere because their minds didn't fit the standard."





du MAURIER EXTRA LIGHT



For people with a taste for something better.

Island community divided over proposed development

It isn't the type of development, but the proposed location for it, that has pitted the Island Nature Trust and residents against each other

by Jim Brown rom the very beginning, for the residents of the small, north shore village of St. Peters, P.E.I., the Battle of Greenwich has been an "us against them" contest.

Ever since the news broke in the spring of 1987, that a group of developers was interested in building a \$30-million condominium complex on nearby Greenwich Peninsula, local support has been almost unanimous. The 384 time-shared unit development, complete with swimming pool, golf course, tennis courts and club house, was the best piece of news the economically depressed community of 300 had heard in years. What with the large influx of dollars and the promise of hundreds of man-years of employment building and operating the vacation resort, anyone would have to be crazy to look a gift horse like that in the mouth.

But the cries of support for the project were followed immediately by shouts of protest. And they have been just as loud.

Leading the shouting has been the Island Nature Trust, a group dedicated to the preservation of environmentally sensitive areas of the province. The Greenwich Point, they say, contains one of the most outstanding natural areas in the world: a unique and fragile dune system that is home to nesting colonies of rare birds. As well, the area is important historically. Archaeological digs have unearthed an early Acadian settlement and the area is said to have the potential of yielding native artifacts up to 11,000

The Nature Trust isn't the only group concerned with the preservation of the Greenwich dunes. In 1975, the area was designated as a "protected area" by the provincial government. This designation is still in effect as a "special planning area" under the provincial Planning Act. It prohibits development in the area without written ministerial approval. A second designation of "non-development" was placed on the property when the provincial government granted permission for the non-resident developers to purchase the land in 1986.

With both sides' battle lines firmly drawn, the contestants settled down to what promised to be a long fight. And it has been. Today, almost 18 months since the proposal was first announced, the developers are no closer to construction, the Nature Trust is still worried about the dunes, and the residents of St. Peters have yet to see a new job or any new money.

The tone of the battle was set early. On May 7, 1987, at a public meeting at the St. Peters Consolidated School, the plans for St. Peters Bay Estates were unveiled by the developers, partners George Diercks, Mark and Edward Wolf from Long Island, N.Y., and Islander Burt Hayman. After hearing the developers receive a ringing endorsement of the project from most of the 150 or so local residents in attendance, Nature Trust president Edgar MacDonald stood up and began to ask questions about the stability of the dunes and the proposed methods of waste disposal. Before finishing his round of questioning, MacDonald was shouted off the stage.

Having convinced the local residents, the developers' next task was to convince the province to lift the development restriction on the property. After spending much of 1987 preparing a detailed proposal, including assessments of the environmental and social impact of the project, as well as an archaelogical assessment of the area, the developers applied for a hearing before the provincial Land Use Commission for the purpose of having the designation lifted.

Before the hearing started, the Nature Trust attempted twice to resolve the matter out of court, proposing first a land swap with a piece of nearby, governmentowned land that was less environmentally sensitive, then suggesting that two out-of-province mediators be retained to achieve a solution. Both ideas were

rejected by the developers.

As the hearing dates approached, both sides began the task of preparing their troops for the fight. The developers held information meetings in St. Peters, stressing the importance of local support and submissions to the LUC. Meanwhile, the Nature Trust mailed out letters to their members, asking them to contribute to the cause in three ways: through a newspaper letter-writing campaign, by presenting briefs to the LUC, and by contributing financially to the presentation of the



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PRINCE EDWARD ISLAND

Nature Trust's brief.

Nature Trust executive director Dianne Griffin travelled to Long Island to check out some of the builders' previous work and returned claiming Diercks and the Wolf brothers have a history of flipping land for a profit once the permits are all in place. In an attempt to bolster their cause, a group of St. Peters residents released the results of a telephone survey they claimed showed

90 per cent support for the plan among local residents. This tactic backfired, however, when it was later learned that callers taking part in the survey were instructed not to phone any known opponents of the plan.

When the hearings finally got underway, in April of this year, they lasted only four days before becoming bogged down in charges and counter-charges, with both sides blaming the other for the adjourn-

ment. They started up again in late-August and ran until the end of September and adjourned for one month to allow LUC chairperson and potato farmer Leslie MacKay to harvest his crop. It may be the end of November before a decision is reached.

Throughout the whole process, the spokespeople on both sides of the issue have been Griffin of the Nature Trust and St. Peters Village Commission chairperson Aquinas Ryan. Today they're both saying the same things they said when the plan was first announced: they are not unreasonable, they just know what they want.

"We're not against development," Griffin says, "We're just saying get away from the environmentally sensitive property."

Not according to Ryan. The village commissioner is also principal of the local school, and he provides a graphic illustration of the problems facing his community. Twenty years ago, he says, his school had an enrollment of 230 students, today that number is fewer than 100.

"We are suffering — to say the least — economically," Ryan says. "This development is going to bring money, jobs and more opportunities for the people of the area. It's economic development that we don't have, and we need it."





PROVINCIAL REPORT NEWFOUNDLAND AND LABRADOR

Hibernia deal edges closer to reality, but at what cost?

The latest "new" hope for an economically depressed Newfoundland has already been labelled "highly optimistic"

by J.M. Sullivan ibernia is the Latin name for Ireland. It is also the name given to massive oil deposits off the coast of Newfoundland. In the current lingo of government politicians, Hibernia is also synonymous with employment, pros-

perity, a thriving economy.

Newfoundlanders are more than used to these rhapsodies of rhetoric. Since Confederation, several mega-projects have been developed to kick-start the floundering economy. Premier Joseph Smallwood was so fond of this economic hoopla he was widely thought to have "an edifice complex." Nothing was too big, too expensive, too outlandish that it wasn't a potential saviour for the Newfoundland worker.

Even against this background, Hibernia is big. The federal government, ignor-



Testing oil at the Terra Nova well in 1984

ing its own committee on energy policies, has committed \$1 billion, plus another \$1.6 billion in deferred loans. (That's about \$5.2 million per Newfoundlander). The provincial government is in for about \$2 billion in deferred taxes and postponed royalties.

Jobs will be created. Many will come directly in the construction phase, building the concrete platform which will stand taller than the United Nations Building in New York. Still other jobs result from increased activity in the real estate and service industries. But as NDP leader Peter Fenwick pointed out, "these construction jobs will cost between \$2 million and \$4 million each."

Both the NDP and Liberal opposition parties have difficulties with the July 18th announcement. While Fenwick holds that the money is "a horrible misappropriation of funds," Liberal leader Clyde Wells hopes people are aware "there is no agreement."

no agreement.

"I have great problems with the show staged recently by the Prime Minister and the Premier," says Wells. "It's clear Hibernia will benefit the province, even apart from the royalties. But it was a dishonest announcement, to let people think an agreement was in place."

"You can't take it to the bank," added

NEWFOUNDLAND AND LABRADOR

Edsel Bonnelle, a spokesperson for Wells' office.

Both leaders are disturbed by what they call the "euphoria" they see in the province. Wells thinks it's too soon for celebrations, while Fenwick fears that "Peckford has done no better with Hibernia than Smallwood did with Churchill Falls. And we knew better this time.'

It's natural for opposition parties to oppose the government's position, but the Liberals and NDP are far from standing alone. Even the most tentative analysis points to the low price of oil, the hulking subsidies, and the number of cards New-

foundland simply threw face-down on the table. The federal government is supporting a huge, uneconomic energy project — which it had sworn not to do, turning away from the Liberal's National Energy Policy in 1984, while the provincial government, after rejecting Jean Chretien's deal in 1982 and fighting so hard for the 1984 Atlantic Accord, has acceded the very points it fought so hard to win.

The big winners appear to be the consortium of oil companies, wooed to the bargaining table by talk of funding, loans

and concessions.

"There's no other excuse but a political one to give away 525 million barrels of oil at firesale prices," says Fen-While Wells has a kinder view of the deal, he says the jobs created wouldn't be enough to provide for the Newfoundlanders forced to leave home to find work. "People have to move away so they can work to put food on the table," he says. "Our population has been declin-

> The two leaders do agree on the royalty schedule - in fact, they both use the same phrase to describe it: "wildly optimistic." 'They've indicated there will be

ing for three years.'

substantive royalties," Wells says. "The simple fact is unless the price of oil not only stops going down, but also doubles and triples in price over the next couple of years, there will be no royalties."

"The agreement most optimistically predicts oil will go from \$17 to \$45 (US) a barrel by 1995," says Fenwick. "Without this rate of inflation, the royalties will be closer to \$300 million than \$2 billion.'

"They've created a euphoria unjustified by the facts," says Wells. "The

announcement was premature."
"It's a mess," says Fenwick. "We are so downtrodden we clutch at any straw. The minister of development, Hal Barret, had gone on a speaking tour, talking about how many jobs will be created here, there, and everywhere. There's an essential dishonesty in overselling jobs, and overselling this deal.

"There's a bit of cynicism in people's reaction to the agreement, but people want to hear good news. We won't score many political points by opposing it, but we have to say this. It's a lousy deal."

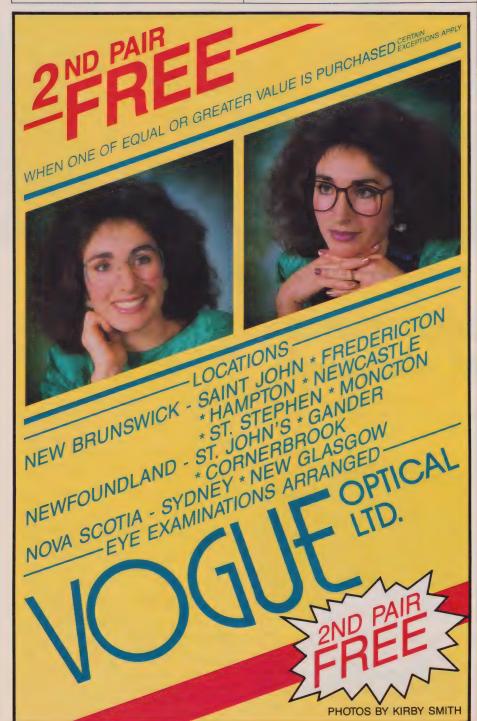
If such an amount of money was

available, Fenwick asks, why wasn't it funnelled into something else, such as rural development? "We could create jobs there at a cost of \$5,000 each; we could wipe out unemployment in the province of Newfoundland.'

"All of Newfoundland hopes something comes from this," says Bonnelle. "But I think most people have a wait and see attitude.

"This is a pre-election statement," he continued. "When the final agreement is signed we'll know whether to be happy or sad. Our biggest problem with this is that it can only be looked on as a political move.

Our other problem involves knowing what the deal will give the province. No one can deny the benefits, but there can be better royalties," he added. "New-foundland gave up the retail sales tax, and made concessions in the corporate tax. No one else had to do that, not even the other provinces such as Ontario or Nova Scotia who will share in the capital and other benefits."





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by Sharon Fraser tan Johnson is no nationalist. "I believe we can do a quality show that people from anywhere will want to watch. It won't be a 'Canadian' show, and it won't be an 'Atlantic Canadian' show. I don't believe in that kind of restriction. But it will be competitive and marketable anywhere in North America."

It's a different perspective from the one the former host of CBC's Switchback expressed when he was removed from that program last summer. At that time, he blamed programming executives in Toronto for killing a popular regional program and compared his plight to the still-controversial cancellation of The Don Messer Show more than 30 years ago — a victim of crass regionalism. "In Toronto, they just didn't understand why we were so popular," he says.

But that was then. It's a new season, and Stan Johnson is now ready to be packaged, marketed and distributed. His new company is called Rufus Productions Limited, after his canine co-star; Johnson's the president. His wife, Wendy Johnson, until recently a CBC-TV reporter, is vice president. And Stu Strathdee of The Orion Marketing Group is secretary.

"I can't believe it when I see the reaction to him, when he's in a parade or making a public appearance," says Strathdee, the man in charge of marketing Stan Johnson. "He's got such appeal."

Indeed, the outline of his new show's "concept" refers to him as "Canada's answer to David Letterman," and emphasizes the "host's universal appeal." The new show is called *Something Else*. "We were driving along in the car," Johnson says. "And I said 'we can't call it *Switchback*, we'll have to call it something else.' So we did." The new show will make its debut on the new channel, MITV, on Nov. 5.

Johnson needs little introduction to Atlantic Canada. For seven years as host of *Switchback*, he drew the highest number of viewers of any children's show that airs in the region — a grand total of 209,000 every Sunday morning. But a couple of months after he was "fired," he was looking at life philosophically.

"I feel I was treated unfairly by the

CBC," he says, "but it's not something I dwell on and it didn't really surprise me." Several years ago, he says, he was working as a CBC news reporter in Winnipeg when a position as national reporter became available. He applied, made the short list, and was flown to Toronto for an interview before a CBC board. "Just before I went in, I met a guy in the hall who asked me what I was there

for. I told him and he said, 'oh, so-and-so has already got that job.' But I did my interview

anyway and when I was asked why I wanted the job, I said 'I want to be closer to my mom.' I didn't get the job but that's when I realized that the CBC is a big corporation and you're nothing but a number when you work there. I've never forgotten that."

He looks different from Stan the Man on TV. He seems bigger, which is unusual. Maybe he can make himself more kid-size when he's doing a kids' program. The goofy television persona is not as evident; he seems nervous, not quite sure where to look or what to do with his hands. He drinks innumerable cups of coffee.

And although he claims no vestiges of bitterness, one of his favourite T-shirts these days is one that says CBC Reject on the back, and *Switchback* on the front with a large VOID printed over the title. It always gets a big reaction when he's in a parade or making a public appearance in a mall.

Stan Johnson is ready to be packaged and marketed with a new TV show and a whole new audience

In a way, he says, there's something positive about what happened with the CBC. "I really didn't know how good I was. At the CBC, if you have a certain amount of self-confidence, you're accused of having a big ego. So they undermine your confidence by putting doubts in place about your abilities. You get to believe that you're not very good. Once





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COVER STORY



Stan and Rufus: together again on MITV

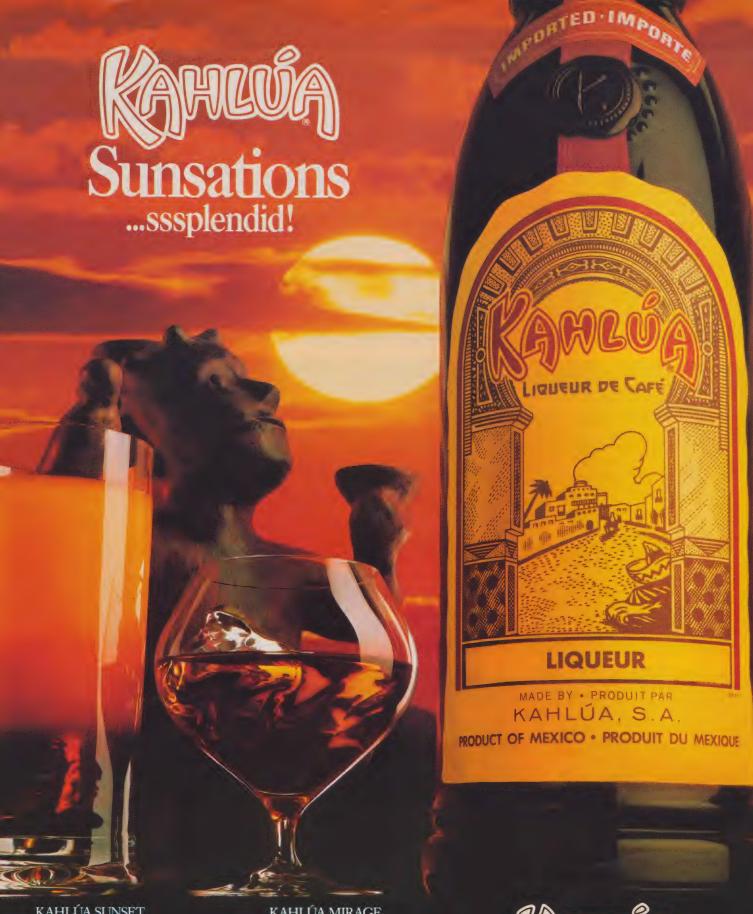
and the show. "Some people say I'm rude. Some people say they don't like the way I talk to kids. But other people say they do like the way I talk to kids. I just try to be myself."

Eileen O'Connell is the Atlantic representative of Mediawatch, a national organization that monitors programs and reports on how different groups are portrayed on television. She's also a mother and a teacher with a healthy respect for children and their viewing tastes. "Kids lock into that rudeness," she says. "I think they like Stan because he's rude and bad like a kid. They like to see a grown-up acting like a kid. To me, he's changed though. Over the past year, his rudeness seemed to have an edge of anger. His jokes about The Boss — a running gag on Switchback — seemed more real than they used to."

But O'Connell feels that children can sense what's happening on a show like Switchback and she doesn't feel very concerned about some of the criticism. "It's never occurred to me to watch the show from any perspective other than that of my own daughter," she says, "and she enjoys it. But she watches with a critical eye as well. Kids are smarter than we sometimes think. They're underestimated."

She does acknowledge that it's a very "male" show, leaning toward subject matter that's often "macho."

Alice Porter, the producer of Switchback, agrees with that assessment. "I think it took on that attitude with the addition of Rufus, the dog, and The Gorilla," she says. "But Stan himself always liked men stuff. It was Stan who wanted the professional wrestler as a guest. We didn't have the wrestler live and it's a good thing. He was pretty vulgar. He needed a lot of editing — we had to chop him to pieces." Porter also says that of the 40 applicants who want Johnson's job, only one was a woman and the CBC didn't consider her for an audition. "She didn't really seem appropriate for the



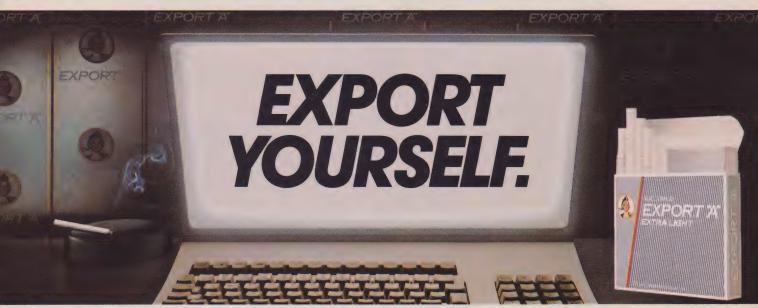
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COVER STORY

format," she says. (Switchback will be back on the air Oct. 2 with its new host — "an attractive, bright young man," says Porter.)

That 39 of the 40 applicants would be men would come as no surprise to Joanne Ings, the Prince Edward Island representative for Mediawatch. "I really found that *Switchback* reinforced old stereotypes, especially of women although not exclusively of women — even in the old series episodes that ran each week," she says. Ings used the example of Tonto on *The Lone Ranger*, an Indian stereotype that's been widely criticized. (Producer Alice Porter says that certain episodes of *The Lone Ranger* were heavily edited to remove obvious racist dialogue.)

"I feel that we have to consider that children are viewing these programs with a certain level of consciousness and they're simply not reflecting the way we think in the '80s and the way we'd like to have our children influenced,'says Ings. "I think it's obvious that programming decisions — both on the CBC and elsewhere — are made, in general, by white males and so what we're getting on most programs is a white male perspective."

The professional wrestler was edited but other guests on *Switchback* have occasionally created some controversy. A few years ago, some viewers were outraged to see and hear a representative from the atomic energy industry presenting his positive views of nuclear power with no debate.

"I just happened to turn it on," says Yvonne Manzer of Halifax, "and I was surprised to hear this guest talking about all the benefits of nuclear power. I explained why to the producer but I wasn't treated very well. I just felt that with an audience of children, it didn't seem right that this point of view wasn't being questioned or challenged." (This incident happened pre-Alice Porter.)

More recently, a media release CBC sent out last season noted that Miss Canada would be a guest and she'd talk about the finer points of makeup application and hair styling. As it happened, Miss Canada had to cancel due to illness but many people felt that for a show directed toward 8-12 year olds, she was an odd choice in the first place.

Porter says that finding guests is not as easy as one might think. "You really just have to shop around and see what you find out there," she says. "And when you think about it, Nova Scotia is kind of at the end of the road for interesting people who might make good guests."

Johnson didn't like being asked how he felt if his guests represented a different side of an issue about which he feels strongly.

"I don't feel strongly about anything," he says, "and if a guest gets too heavyhanded, I turn it into a joke." The new show is described in the "concept" as "a show with a man (Stan), his dog (Rufus), a three man combo known as the One Man Band, and Cam and Babs, two human set decorations who have no speaking roles but whose role is to look perfect all the time."

He rejects any suggestion that by concentrating on making his new show "marketable anywhere in North America," he'll lose any Atlantic Canadian flavour that *Switchback* had — which it had mostly because of audience participation.

The loss of a regional rootedness matters to Paul Robinson. Robinson is a well-known Nova Scotia educator, the author of a book titled *Where Our Survival Lies*, which deals with the importance of having textbooks and other learning aids produced here in the region. Robinson feels just as strongly about culture as he does about education.

"I think it's desperately important that all of us have a sense of where we've been in our past to help us understand our present and to help us move into the future," he says. "So many of our adults have not had the regional experiences that we should have had but we have a chance now to start with our children."

Robinson worries that if we always saturate our children with experiences "from away," they'll grow up to be adults whose own place is foreign to them. "I think children's TV has a very important role to play. I think our children need to be introduced to the human adventure and pathos — to the funny, the sad, the profound, to our collective East Coast world.

"There's such a wealth of interesting stuff that we should be doing with TV in our region," he says. "We've really never used TV in that way, but we could truly entrance children with learning experiences that would also be entertaining." Robinson hopes there will be a place for such children's TV in the future, although with so much more emphasis on ratings numbers, such hopes may take awhile to be realized.

"But in the last decade, we've crossed a watershed in this region in other areas. We no longer have to argue that our writers are as good as writers anywhere, and we're learning a new pride in our own heritage," he says. That being the case, he maintains hope that children's television programs will someday be happily and profitably rooted in Atlantic Canada.

Meanwhile, most observers agree that Stan Johnson's new show — with "celebrity guests, the latest music videos, a live band and a variety of contests" will probably be popular and successful. Most also agree that the main reason for this will be Stan the Man himself.

"Kids like me," he says. "I think it's because I'm just an ordinary guy. That's part of my charm."



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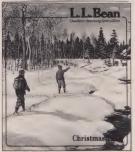
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FLASHBACK



Heroic rescue attempts made by many Springhill residents and miners in both the '56 and '58 disasters, saved the lives of many

A test of mettle

Despite a legacy of disastrous events, the town of Springhill, N.S. has survived to celebrate its 100th anniversary in 1989

pringhill today looks much like any other Nova Scotia town. Driving past the old white Cape Cod houses, and the quiet vinyl-sided bungalows, it's hard to imagine the anguish it's been through, hard to imagine that Main Street has been burnt down twice, or that the town has lost 400 people in disasters in the last 100 years.

It was 30 years ago, on Oct. 22, 1958,

It was 30 years ago, on Oct. 22, 1958, that the last mining calamity took 75 of the town's workers. But the town met its first misfortune when it was very young.

It was bitterly cold above ground on Feb. 21, 1891, but it was warm below ground in collieries six and seven. According to Springhill historian Mary Wills Littler, blasting in the mine caused coal dust to ignite. The ensuing explosion caused a mushroom cloud above the mine, and when it was all over, 125 mine workers had died. Some of the boys who died were as young as 10 or 12, employed to drive the pit ponies that hauled the coal to the surface.

(In 1981, Littler ran across an old book about the 1891 disaster, written by an American, Robert Morrow, shortly after the event. She came upon a reference to "Strangers' Grave," where six miners without family or friends were buried. Littler had never heard anything about the grave, and was instantly enraptured with it.

Littler was employed on a Canada community development project at the time, and received permission to hunt up the grave. Although a few of Springhill's older residents had heard talk of it, nobody knew where the grave was. With the graveyard plot sheet, and the record from Brown's Funeral Home, Littler tracked down the exact site and, with donations, purchased a gravestone.)

At 5:10 p.m. on Thursday, Nov. 1, 1956, an ore car, known as a rake, jumped the tracks on the No. 4 mine working slope, cutting through a 2,300 volt power line, causing a short circuit, then an explosion. Some people still remember it like it was yesterday.

Sitting in the Springhill Fire Hall, sur-

rounded by trophies, plaques, and enlarged snapshots of the firemen receiving them, Billy White thinks back. White was working in the mines during 1956, but had taken that Thursday off, and was driving through town when the explosion hit.

"I thought I had a flat tire," he says, "but when I got out, and there was no damage I figured it was an explosion. It was quite a bang. They found one fellow half a mile away from the entrance to No.4."

The first newspaper headlines following the explosion screamed that 118 men were still trapped in the mine. Many people offered them no hope. The mine was reported to be on fire at the 3,000 foot level, only 2,000 feet above where men were thought to be trapped.

In a closed mine after an explosion, workers have to face deadly methane gas, known in the mines as afterdamp. Springhill doctor Arnold Burden says, "In a mine like that, there's methane and carbon monoxide, but also, if there's a fire, the fire's using oxygen. So instead of 20 per cent oxygen in the atmosphere, there's much less."

The rescuers were helped by the compressed air pumped into the mine. Still, being on a rescue team was a hazardous task. On Saturday, two miners made it to the surface, on their own, saying that there were still men trapped at the 5,400 foot level.

Dr. Arnold Burden was there. The doctor, a native of Springhill, had work-

ed in the mines as a summer job in 1947 and 1948 when he was a medical student at Dalhousie University. He was working in P.E.I. when he heard the news of the explosion.

Burden now lives in Springhill. He says he's "over 65" and is still a practising doctor. All the ex-miners go to him. "After the explosion, they said they didn't need anybody at the pithead, but they needed somebody down below," he says. "So I went over and got a pair of coveralls, a light and a belt, to go down. I started out trying to revive people in what they called the fresh air base, an area that was relatively free of gas."

As miners were struggling into the fresh air base, many were dropping from gas inhalation as they walked. Burden remembers walking through, reviving people with oxygen as he went. He was

overcome by the gas and collapsed while working the area.

The next step was to eliminate as much gas as possible, and get down past the fire at the 3,400 ft. level to the 5,200 ft. level where the miners were. Oncethere, Dr. Buddy Condy, Dr. Roy Munroe and Burden had to take care of the 50 trapped men, feeding them, giving them water, reviving the unconscious and getting on to stretchers.

When they got the men to the surface, eight were still unaccounted for.

"A team went down to the next slope below, and they found the eight down there, but there were only two of them alive." To get them up to the next level took six men to a stretcher because of the gas, and they could only move the stretcher a few yards at a time. Word was given that the stretchers were not to stop. If anybody couldn't go on, somebody was to take over their place. When the bodies had been removed, the death toll stood at 39. No. 4 colliery was closed, and never mined again.

Boxing Day, 1957. There were 39 fewer men at the Christmas dinners of Springhill, but Christmas is a time for healing. Still, fate wasn't going to let Springhill heal just yet. It was a Thursday night, the same day of the week as the mine explosion 13 months earlier. At approximately 10 p.m., a fire broke out on Main Street, the downtown business area of Springhill. The fire levelled most of the business section, burning 14 businesses to the ground, and destroying four homes. But Springhill still hadn't seen the

But Springhill still hadn't seen the worst of it.

Easily the best remembered, and the most controversial of the mining disasters

was the last one.

It was Oct. 23, 1958. Two years, eight days, and three hours before, the 1956 explosion had happened. The plaque honouring the miners who perished in that tragedy hadn't been dedicated yet, and it sat, new, by the side of the White Miner memorial on Main Street.

At 8:06 p.m., there was a bump. A bump in a mine is like a minor earth-quake. The floor of the mine comes up to meet the ceiling. A 16-foot high tunnel, where the men mine, instantly becomes a pile of rubble. "The packing, the stuff they use to support the mine walls, they're hardwood. When she bumped, those eight by eight sticks, they went just like toothpicks," says Billy White.

There were 166 miners underground at the time of the bump, along with six supervisors

On Friday night, a top-ranking government official told the newspapers that only a "double miracle" would bring any of the trapped out alive. By Monday morning, 81 men had made it out and 18 bodies had been found. There were still 75 miners unaccounted for.

On Oct.30, after six and half days of finding nobody, the rescue teams found their first ray of hope on the 13,800 foot

level. While working through the rubble, a rescue worker broke through an air pipe. He heard noises. Contact was made with trapped miner Gorley Kemp. Kemp told the group of rescuers, which included Burden, that there were 10 men trapped in the area, which measured 48 by 16 feet, and they had only enough "standing room" to crouch. In behind those 10 were two more, one with a broken leg, "broken so that the femur protruded out from his leg," says Burden. They were accessible only through a two-by-two foot tunnel.

To feed the trapped miners, Burden put tomato soup in a pressure sprayer, the type used to spray orchards, and forced it through small copper tubing, pushed through the air hose.

Burden sits down on the kitchen floor, and traces a box around him with his hands. "This is the space the men had to dig in," he says. "They had to use sawed-off shovels and picks. It took 14 hours. They could have never done it in 14 hours without the incentive of those on the other side. Never."

Caleb Rushton was one of the Singing Miners. He was among the 12 trapped for the six days. Rushton's Christian background is credited with playing an important part in the survival of the men he was entombed with. "I guess the faith



those unable to walk Mining: a family tradition in Springhill

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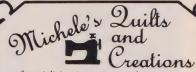
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FLASHBACK

just stuck with me," he says about the hymns he sang, and the prayers he said while underground. He says it made him an even deeper Christian afterwards.

"But I wouldn't work down in the mines again," he says. "I never did care for the mines. In those days it was the best pay, though, and when you had a family, you had to consider them."

Hallowe'en 1958 came and passed, but the horror underground persisted. Many had given up on finding the remaining 49 men.

Then, on Nov. 2, Springhill got its second miracle. The final seven living miners were found on the 13,000 foot level. Their experience had been the most gruesome, as their fellow miner, Percy Rector, his arm severely injured in the packing, lived in agony for five days and then died.

Seventy-five miners died in the '58 bump. There was an inquiry, and a Royal Commission. The Royal Commission attributed the bump to "stresses and geological phenomena, that are not yet understood." No. 2 colliery was closed. Springhill's days as a mining town effectively ended.

Ralph Ross came as close as one could come to being a miner, without ever being employed as one. Born in 1949, Ross developed asthma as a child. The doctor suggested his father take him down in the



Three days after the mine explosion in 1956, this message was written by trapped miners

mine, where the air was warm and moist. Ross' father operated the hoist for the mine. Ross would sit on the slope which goes down into the mine, fascinated by the machinery, watching the men go down, and come back up.

"Many of them never came up again," he says.

A trained and experienced engineer, Ross knew and cared about the mines. He believes that the bump needn't have happened, that in fact, it wasn't geological stresses that caused the collapse. Others also believe that it was a change in the mining technique that contributed to the tragedy.

Mining technique is where Ralph Ross' story starts. In Springhill, the mining levels where the men get the coal, extend outward from the main slope. Ross compares a mining level to a room. "Divide the wall in front of you into three parts," he says. "Now, bring the far left piece of wall out a few feet in your mind. Bring the middle piece out 10 feet more, and the right piece out 10 feet further again. In essence, you have three walls, or faces."

In the mines, this is called step mining. Looking down on the scene, it will appear in the shape of three steps. There would be enough space between each step to lay track for coal cars. In the mines, this system means you have to ship the coal to the surface in three lines. The digging at each face is staggered, so the first wall finishes first, then the second, and finally the third.

Digging away straight at one large coal face, the miners felt, caused all the



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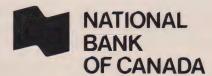
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support in the ceiling to be lost all at once. There are still those who feel that this change in mining technique made by the Cumberland Coal Mining Company was the real reason for the 1958 disaster. In fact, Ross says that he has accounts of union meetings where the miners voiced objections to the change and expressed fear that a bump would be the result if the company went ahead with it. Nothing came of it though. The union didn't pursue the issue because the coal company was the only major employer in Springhill. If the mines shut down, the whole town would suffer.

After the '58 disaster, the mines were closed permanently. In 1969, four men dug a mine called the Syndicate Mine under the umbrella of Springhill Coal Ltd. It was shut down within two years.

Art and John Turnbull's father died in the 1958 disaster. They now run a gas station in Springhill but after the mines first closed, the boys ran bootleg mines out behind their house.

"We had to do something," says Art.
"Fathers were a prime commodity back then, and we didn't have one. The house had to be kept warm and there had to be some money."

Many young boys were running such mines. "Even our gang leader was only 14," says John. But those days didn't last long. "A lot of people just took off. The population has gone from around 9,000 in the mining days to just over 4,500 now. About 40 per cent of the miners at the Crow's Nest Pass mine in Alberta are from Springhill," he says. "And 20 per cent of the miners in Cape Breton are Springhillers."

Steve Osmond works for Farmer's Cooperative. "There's not much around here now. I'm lucky to be working for Farmer's. When I think about it, I guess there's been about 30 people from my old crowd that have moved away to work."

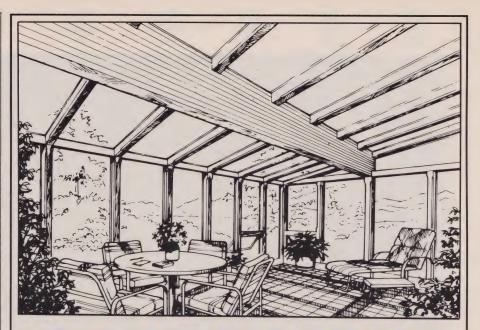
Ralph Gilroy was the mayor of Springhill during the 1956 disaster, during the 1957 fire and during the 1958 disaster. He said that he was the 13th mayor of the town and "almost everything has

happened."

But early in the morning of July 21, 1975, it happened again. A blaze swept through the downtown of Springhill for the second time. It destroyed 18 buildings on both sides of Main Street, including the town hall and the police department, and put 30 establishments out of business. With the help of 130 firefighters — some from as far away as Truro — the fire was finally put out. Only 25 per cent of the damaged buildings were insured.

Mayor William Mont said at the time that it would take \$10 million to rebuild the downtown. "But we've experienced a lot of hardships in the past and I think we've developed a special breed of people," he said.

Observers of 100 years of Springhill history may consider that to be a poignant understatement.



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CAPTAIN MORGAN RUMS

HARRY BRUCE'S COLUMN

Lamenting forgotten schooners



he wind was stiff, out of the northwest with a sniff of winter in it, and before leaving our mooring in Mussel Cove, my wife and I shortened all three of *Moonshadow's* small tanbark sails. Even so, we shot up Guysborough Harbour, and we had to keep dumping wind from her mainsail to prevent her lee rail from going under. Then we went about, headed off wind, eased sheets, pulled up the centreboard, and tore back down the harbour on a broad reach.

We sped past the clock tower on the brick post office; the vegetable patches and lawn furniture in the waterfront backyards of the houses on Main Street; the clutch of wooden mansions in the southern part of town; and the navigation light on its skinny white tower near Peart Point. Soon we were buffeting east on big, boisterous Chedabucto Bay, and I wish I had words to describe how fine it felt to sail *Moonshadow* along the paths of forgotten schooners in waters that Bruces have known for two centuries and seven generations.

Like much of Atlantic Canada, Guysborough is less than it was. In 1874— a few years after my great-great-uncle, Captain James Bruce, vanished with his entire crew while sailing to West Africa in a trading ship he'd built— Guysborough was the port of registry for no fewer than 38 schooners, and three brigantines. They ranged from the 16-ton Two Sisters to the 151-ton White Squall. The port was home to vessels with names as romantic as Gypsy Queen, as homely as Mary Ann, as proud as Ne Plus Ultra and Star of Guysborough, as serious as Regulator, Alert and Endeavour.

But in the fall of 1988, 114 years later, only one sail-driven craft tugs at her own mooring in Guysborough, and she is our Moonshadow. She's merely a tiny, twomasted yacht. Her sole job is to give us pleasure, and though we've owned her only a few weeks, she has skimmed into our hearts. We love her as some love a Labrador Retriever. She's just shy of 22 feet long, with 18 feet on the waterline. She's a yawl, which means the shorter of her two masts is well aft. All three sails are loose-footed. With no boom on our mainsail, we never worry about an accidental jibe sweeping someone overboard or cracking a skull. In a squall, we can drop the main, and let Moonshadow trundle along under the two smaller sails; and instructions from the British manufacturer assure us that in really horrifying

weather we'll be able to sail her with just the jib flying.

Moonshadow's cabin is so low you can barely sit up straight in it. It houses two little berths, a chemical toilet, and a gizmo on gimbals that gives us one burner for cooking. So far, however, we've never exploited these luxuries during an overnight trip. We won't be heading for West Africa. We're content to spend daylight hours charging around the deserted harbour and out among the ghosts on the bay.

The decline of both Guysborough and the surrounding countryside began even before my father was born in 1906. Foot-

Chedabucto Bay
once swarmed
with fishing
schooners,
trading vessels,
pulpwood boats
and steam
driven ferries

notes to a government map, published 20-odd years ago, state that in this part of Nova Scotia, the forest began to take over the farms around 1900:

"The earliest farms lost to agriculture were small isolated ones with stony, shallow soils and rough topography. Later, larger farms were abandoned as opportunities for employment in other industries and other parts of Canada increased. With the trend away from self-sufficiency, distance from markets became a critical factor, and many farms were abandoned for this reason. In the

area, only about 25 per cent of the land once under cultivation is still in agricultural use."

We live on what used to be the Bruce farm, but except for a patch of grass south of the house, it has all reverted to forest. No Bruce has farmed here since my grandfather Will died in 1934. A decade before that, Guysborough boasted a population of 1,600; now it's down to 491. The decline of shipping has been even more dramatic. My Aunt Anna, 95, remembers when Chedabucto Bay swarmed with fishing schooners, trading vessels, pulpwood boats and steam-driven ferries. Now, whole months pass before we spot anything on the bay that's bigger than inshore fishing boats, and even they seem as rare as whooping cranes. During hard weather last winter, a freighter hung at anchor in the bay. Everyone along this shore talked about her, and when we awoke one morning to find her gone, we felt curiously empty. Chedabucto Bay often seems as lonely as an arm of the Arctic Ocean.

It's hard to picture Guysborough Harbour as it once was. As late as March, 1938, Canadian Ports and Shipping Directory reported that a coastal steamer still made daily visits, and that big ships, while anchored in the harbour, handled cargo from rafts. Moreover, "The largest vessel to load in port was Danish S. S. Norden, 1,564 tons reg., 318 X 47.2 X 19.5 ft." To the townsfolk, she must have looked like the Queen Mary, and as someone who's now sailed through the harbour entrance a few times, I can't imagine how a ship her size could possibly have arrived in town. The local pilot, who charged \$40 per vessel, must have been a magician.

A port directory warned in 1913 that the entrance boasted "a dangerous bar, a narrow and crooked channel, and rapid tidal streams." Nothing has changed. With her centreboard all the way down, Moonshadow still draws under four feet, but bucking her through that channel remains a tense business. At times, we see grey and brown rocks shooting by on the floor of the sea, and we await a dreadful crunch. Moreover, the tidal stream often hits five knots, and sinister currents wrestle with our rudder and skid Moodshadow off course. Somehow, every time, we've safely escaped to the bay, and safely nipped back into the harbour, and that's one reason why we're so fond of our peppy yawl.

ATLANTIC INSIGHT, OCTOBER 1988

RALPH SURETTE'S COLUMN

Debunking our special status

was saying last month that the Atlantic Provinces have created a false impression of themselves, one of unrelieved poverty and gloom that does them no good, merely locks them into attitudes of inferiority and signals a wrong notion of Atlantic Canada as a hopeless basket case to the rest of the country.

At the core of this problem is the concept of regional development. It's primarily through regional development that we expect to be, and are, treated as a special case with special needs apart from national economic life. It is virtually sacred writ in these parts that it should be this way, but in fact the consequences of this special treatment are negative. We're pushed aside from the mainstream of national economic policy and the scientific, technological and commercial tributaries that flow into it. The result is that whereas we get "special" money from Ottawa on the one hand we get less than our share from the regular national programs on the other.

A strict calculation of what is gained and what is lost to the region by this state of affairs is elusive. However, even if it were marginally favourable in money terms, the effect, I have come to believe, would still be negative. It's time, in Atlantic Canada, to downgrade our expectations from regional development and to insist instead on a direct and equitable share of federal economic spending.

The latest quarterly publication of the Atlantic Provinces Economic Council has some interesting figures illustrating the fact that Ottawa's spending on industrial assistance is proportionately low in Atlantic Canada. We have nine per cent of Canada's population. In the last year of available figures, 1983, for example, the old Department of Industry, Trade and Commerce spent only five per cent of its development funds in the Atlantic Provinces. Atlantic Canada's share of three major tax programs (investment tax credit, total accumulated depreciation, and manufacturing and processing profits deduction) was 6.5 per cent in 1985. Our share of national spending on research and development in 1984 was five per cent, of the Small Business Loans Act seven per cent. There are others.

But even our share of the "special" spending is not so special. The old Department of Regional Economic Expansion (DREE) was primarily an Atlantic Canada department. In a shuffle in 1983 it was succeeded by the Department of Regional Industrial Ex-

pansion (DRIE), which no longer had a regional mandate. Last year Atlantic Canada received only 20 per cent of DRIE's funds. The lion's share went to Ontario and Quebec. The same was true of another major source of industrial development money, the Industrial and Regional Development Program (IRDP). The impression remains, however, that Atlantic Canada is a sinkhole of regional development funds.

Last April APEC executives went to Ottawa and used this information to ring an alarm bell about the newest order of things. They had anxieties about the Atlantic Canada Opportunities Agency. ACOA has two mandates. One is to hand out development money to small and medium businesses. The other — hardly noticed by anyone — is "advocacy": to promote the interests of Atlantic Canada to federal government departments.

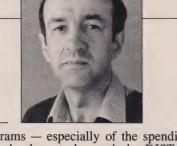
The problem the APEC executives had was that a new department called DIST — Department of Industry, Science and Technology — was being created. It is to have a national responsibility for industrial and technological change and also for regional development in Ontario and Quebec.

In other words "regional" development in Ontario and Quebec is to reside in the house of national policy. ACOA — and a similar agency out west — are to knock on the door, ask for handouts and hope for the best.

APEC fears that ACOA might be seen in Ottawa as "a catch-all panacea." Its fears are well-grounded, since regional development has had this silent and undesirable function for 20 years. It has allowed other federal economic departments to concentrate on central Canada and to ignore the "regions" with good conscience.

I used to think this was a matter of central Canadian bad faith. Now I think that's only half the problem, maybe less. The other half is that we got what we asked for. In relating to the federal government, Atlantic provincial governments and most other political and economic voices have been relentless in demanding special treatment and, except for the protests of APEC and a few individual economists, have virtually ignored the fact that the region was being shortchanged in other ways.

APEC's officials, in their presentation to a Commons committee on industrial expansion, were making a plea for Atlantic Canada's full share of the national



programs — especially of the spending on technology to be made by DIST while maintaining the commitment to regional development.

I think the long-term reality is that the two are incompatible. We'll get our full share of "national" programs only if Atlantic political forces train their guns that way. This will mean reducing the expectations surrounding regional development down to reality: regional development as the creator and generator of economic activity at the grassroots, nothing more. A necessary and laudable activity if done right. But in the overwrought politics that surrounds it, regional development is expected to be the 'saviour" of Atlantic Canada — a hope that carries with it the notion of messianically political projects. What ACOA truly needs is calm and no politically motivated expectations.

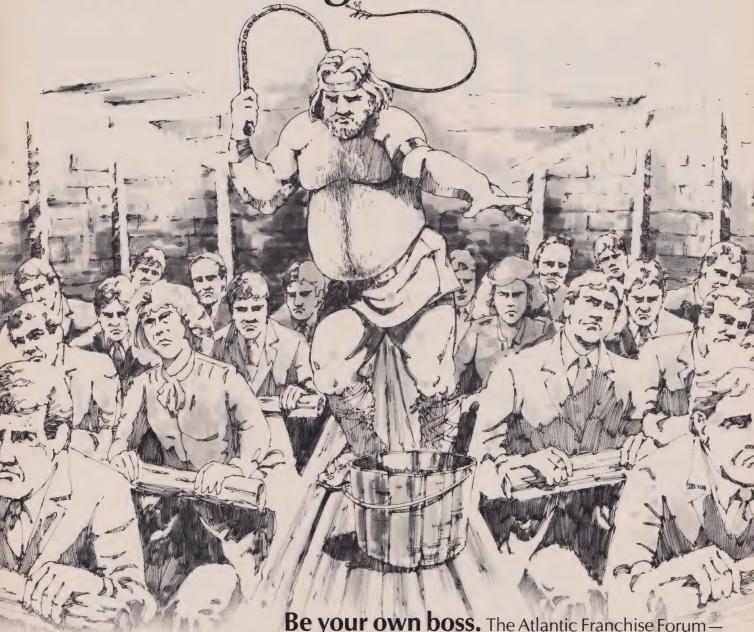
Besides, how much "saving" via special programs do we really need? This goes back to the question I was asking last month. How poor are we? My answer: not as poor as we sometimes claim.

I've come upon some additional evidence. The National Council of Welfare's latest "poverty profile" shows the percentage of people under the poverty line in each province. (Poverty is defined as spending more than 58.5 per cent of gross income on food, shelter and clothing, with variations for size of family and community.)

Newfoundland is indeed the poorest province (22.8 per cent under the poverty line). The next three, however, are not the Maritimes as we might expect. They are Saskatchewan, Quebec and Manitoba. Nova Scotia (16.3 per cent) appears in fifth place — tied with British Columbia. New Brunswick (16.2 per cent) is next, then Alberta. P.E.I. (13.1 per cent) is next-to-last. Ontario is last at 10.8 per cent.

This is to say that poverty is a problem, an enormous one — across Canada, and in Newfoundland in particular. The argument for a special approach to Atlantic Canada as a whole, however, is not there. I realize I'm making a leap here. Poverty and economic activity are not strictly coordinated (a lot depends on how the wealth is distributed), but the argument is roughly the same. If there's a need for special programs it's in Newfoundland, Cape Breton and perhaps some other corners of the northern Maritimes. The Maritimes as a whole are not a slough of despondency. And we should work to change that image.

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Canada The CHRONICLE-HERALD The Mail-Star

Peerless Pumpkin

by Emily Walker rilliantly coloured with smooth orange skin and pleasingly shaped with fulsome curves, the pumpkin has become a symbol of autumn harvest, Hallowe'en and Thanksgiving. Nowhere in this country are pumpkins more popular than in Nova Scotia, a province of true pumpkin lovers, where twice the national average number of pumpkins are used and where there is a Pumpkinvine Brook and two Pumpkin Islands.

There are no facilities for commercial pumpkin processing in the Atlantic Provinces but a quick look into Nova Scotian pumpkin heritage reveals that a Gladstone Parker operated a pumpkin processing plant in Bridgetown for a short time in the 1930s.

Pumpkins, which are indigenous to North America, were used by native Canadians as both a food source and a hardy container for cooking food. When European settlers arrived in the New World, they soon assimilated the exotic pumpkin into their own cuisine, enhancing its mild, sweet flavour with cinnamon, nutmeg, ginger, cloves, lemon and orange. The versatility of the pumpkin is illustrated by recipes for preserves, bread, muffins, soup, cheesecake, beef stew and jam - all using pumpkin.

When choosing a cooking pumpkin, it is a good idea to pick out a small one as it is more tender but the shape is not important. Noted for bearing the largest fruits in the world, the pumpkin is a member of the Cucurbita family which claims 750 varieties, including the cantaloupe, cucumber, zucchini, watermelon, squash and honeydew melon.

Easily cultivated, inexpensive to buy and a good source of Vitamin A, fibre and potassium, the pumpkin is also low in calories at about 80 calories per cup.

To prepare a pumpkin for use in the following recipes, split it into quarters, scrape out the seeds and stringy pulp,

pare off the outer skin and cut the flesh into small chunks. Cook them until they are tender (about 20 minutes), drain well and mash. To obtain an especially velvety texture, purée the pumpkin in a blender

A less labour-intensive method of cooking pumpkin is to split it in two, scrape out the seeds and pulp and place it, cut side down, on a baking sheet in a 350 °F oven and cook till tender. The flesh is then easy to separate from the skin and should be mashed thoroughly.

Since fresh pumpkin is available for a limited time each fall, you may wish to cook up a large batch to store in the freezer. Simply place portions of cooked, mashed pumpkin into air-tight freezer containers, allowing about one half-inch of head space in each container.

Orange Pumpkin Squares

Topped with a tangy orange glaze and enriched with dates and walnuts, these pumpkin squares are fragrantly spiced with cinnamon, ginger and allspice.

½ cup butter, softened

1 cup brown sugar

1 egg

½ cup pumpkin, cooked and mashed (or canned)

1½ cups white flour

1 tsp. cinnamon

½ tsp. ginger

½ tsp. allspice

½ tsp. soda

½ cup chopped dates

½ cup chopped walnuts

½ tsp. orange extract

Cream the butter and sugar together, adding in the egg and pumpkin and beating until thoroughly combined. Stir the spices and soda into the flour and sift it into the pumpkin mixture. Stir in the nuts, dates and orange extract and mix well. Grease a 9 X 13-inch baking pan and set the oven at 350 °F. Spread the batter evenly in the pan and bake 18 - 20 minutes.

Orange Topping

1 cup icing sugar 4.tsp. orange juice

1 tsp. grated orange rind

Blend the sugar, juice and orange rind together and drizzle over the pumpkin squares right after you have taken them out of the oven. Allow to cool before cutting into bars or squares.

Old Fashioned Pumpkin Preserves

3 lbs. pumpkin 3 lbs. sugar

1 orange, thinly sliced and seeds removed 2 lemons, thinly sliced and seeds removed

Split the pumpkin into quarters, scrape out the seeds and stringy pulp, pare off the outer skin and cut the flesh into ¼-inch thick, 2-inch long slices. Place a layer of pumpkin in a large crock or glass bowl, sprinkle with a layer of sugar and continue layering, ending with a layer of sugar on top. Allow the pumpkin to stand for 24 hours.

Drain the liquid off the pumpkin and boil it in a large pan until it forms a thread when dribbled from a spoon. Reduce heat and add lemon, orange and pumpkin slices to the syrup, stirring very gently. Cook until the fruit is translucent and the syrup thickens, about 30-45 minutes. Ladle into sterilized jars and seal according to manufacturer's directions.

Windsor Pumpkin Muffins

This recipe for Windsor Pumpkin Muffins comes from A Cook's Tour of Nova Scotia (Nimbus Publishing Limited, 1987).

11/2 cups white flour

1 tsp. salt

1 tsp. cinnamon

½ tsp. ground nutmeg

1 4 cups whole bran cereal

²/₃ cup milk

34 cup raisins

1 cup pumpkin, cooked and mashed (or canned)

½ cup sugar

1 egg

½ cup shortening, softened

1½ tsp. sugar, for topping Preheat oven to 400 °F.

Sift the flour, baking powder, salt, cinnamon and nutmeg together in a bowl. Set aside.

Combine the bran, milk, raisins, pumpkin and ½ cup sugar in a large mixing bowl. Let stand until the bran has softened (2-3 minutes). Add the egg and shortening and beat well.

Add the dry ingredients all at once and stir until the two mixtures are combined. Do not overmix or the muffins will

Spoon the batter into a greased muffin pan (or use paper liners), filling each cup 3/3 full and sprinkle with 1 1/2 tsp. sugar.

Bake for 35 minutes or until golden brown. Serve warm with lots of butter.





or 10 years now Catherine (Kitty) Sullivan has opened her home in Calvert, on Newfoundland's Avalon Peninsula, to tourists from around the world.

The 64-year-old widow who has established quite a reputation has cooked Jiggs dinner for members of parliament, poached salmon for lords and ladies and given a "mug-up" to hundreds

of people.

While raising her six children, her home was always open to exchange students. She liked the idea of having people from diverse backgrounds around, so when the children were all married and gone she got a licence and opened a tourist home. Mrs. Sullivan delights in telling her guests all about Calvert and the neighbouring communities "up the shore." Most of her visitors are first-time travellers to the province and they learn a lot listening to Mrs. Sullivan talk about rural Newfoundland.

"Uniqueness sets us apart...I'm glad we're different, our speech and so on...that's the whole idea about visiting



Sullivan: mementos for her grandchildren



Fyffe: a firm grasp of mathematical principle and axioms and a love of music

other places...to experience new and different things, isn't it?" Politicians, actors and dignitaries all come to savour her Newfoundland recipes that include moose, salmon, lobster, caribou and rabbit.

The settee under a lace curtained window, the smell of birch burning in the "Maid of Avalon" stove in the kitchen and the fishing nets drying on the back lawn add to the nostalgia guests feel at Kitty Sullivan's.

"The important thing is I enjoy my guests and they enjoy my home," she says. Recently a lord and lady from England sent her a card, in appreciation for her hospitality.

"I have a bagful of mementos to give my grandchildren some day."

— Sheilagh Guy

ean Jacques Rousseau, the famous French philosopher, may have said, "The search for abstract and speculative truths, for principles and axioms in the sciences...is beyond woman's grasp," but don't tell that to 15-year-old **Heather Fyffe** of Fredericton, N.B.

The daughter of Les and Sharon Fyffe, Heather was presented with the "Mathlete of the Year" Award for 1987-88. She earned this distinction through her achievements on several mathematics tests while attending George Street Junior High School. She placed first in the school on the Atlantic-Pacific Mathematics League, Canadian Mathematics League, American Junior High School Mathematics and University of Waterloo Pascal competitions.

She also finished first and second in

the province for grades eight and nine respectively on the Junior High School Mathematics Competition sponsored by the University of New Brunswick and l'Université de Moncton. Her mother was quick to point out, however, that George Street Junior High "has always been well represented in math competitions, a credit to the fine teaching staff."

During her three years at the school, Heather was active in the chess club, on the archery range, and in all five of the school bands. She has played trombone in the Fredericton Concert and Marching Band since grade seven, and is an accomplished pianist.

C.J.Stephenson

he blacksmith shop, the old school-house, the co-op creamery and the theatre may all be gone from River Hebert, N.S., but thanks to local resident **Reginald Johnston**, no one is ever going to forget what they were like. Johnston, a former aircraft fitter, builds exact replicas and displays them on his lawn each summer.

Johnston says it began as a hobby about 12 years ago but the response was so great he just kept going. "I take one on each winter," he says, explaining that he works in his garage each morning before going off to his maintenance job

at the local high school.

Johnston is very particular about detail. "I have to do a bit of research before I begin," he says. Last summer he finished the Old Round House from nearby Joggins Mines which was destroyed with the end of the railroad there in 1961. "It's not my most complicated project," says Johnston, "but it



Reginald Johnston: preserving history with his miniatures

does take time to put four locomotives in it." And on a Johnston replica everything is authentic: the milling machine and the hacksaw in the roundhouse both work; the organ plays in the church; in the schoolhouse there are paper airplanes on the desks and a slingshot in the garbage can.

Last year Johnston greeted 1,000 visitors, including many who stopped on their way to the famous Joggins fossil cliffs. He doesn't charge admission but he says he may turn it into a business when he retires.

He's already making plans for this winter's project — the curling club.

Johnston says the locals appreciate the work he's doing and that school classes often come to visit. "My replicas preserve the heritage of the area," he says.

— Valerie Mansour

rom nursing director to honeybee inspector. That is the diverse lifestyle of Marianne Schwarz. Twenty-eight years ago she left Switzerland as a young nurse, came to Ontario and worked there for several years. Later she moved to Beresford, N.B. and purchased a home on eight and a half acres of land where she also operates a bed and breakfast called The Poplars.

Two years ago after retiring from director of nursing at Chaleur Regional Hospital, Schwarz accepted the position as district bee inspector. At this time she was a hobby farmer and was the second largest honey producer in the district.

She's responsible for the inspection of honeybees in the agricultural district that runs from St. Quentin to Campbellton, along the north shore and all of the Acadian Peninsula.

"Inspection is for the prevention of diseases as well as for the detection of contagious diseases," Schwarz says. She took several courses in bee inspection and bee keeping in general. With theory and experience to her credit, she also does consulting, especially with first-time beekeepers.

If a disease is detected in a colony she has to advise the beekeeper what procedures to follow and Schwarz also notifies

the head inspector at the department of agriculture. Ten days later she makes a follow-up visit.

So far she has found only one infected brood and the disease was successfully eliminated.

"If a disease is not caught at an early stage it can spread like fire and hundreds, maybe thousands of hives would have to be destroyed," says Schwarz. "I have to be very careful go-

ing from one beekeeper to the next. My coveralls have to be clean and I have to disinfect my boots and hands. The tools with which I open the hives have to be burned with a propane torch to disinfect them."

Some diseases are not immediately apparent when Schwarz does her visual inspection. "Not all diseases can be seen but I could detect if something is not quite right and then I would send samples to the lab in Fredericton," she says.

- Charlene Daley



Schwarz: protecting the bee population

arishoners are once again coming to the little white church in Crossroads, P.E.I. The church was originally established in 1810. **Don Stewart** says for him, its re-activation is a "dream come true."

An active geneaologist, 73-year-old Stewart has lived in the neighbouring community of Bunbury most of his life. He says he wanted to grow old there because it was the area his ancestors first



Stewart: a dream come true in Crossroads

settled. "I'm interested in the older things in the community," says Stewart. For him, the oldest and dearest of those things is the Crossroads Christian church.

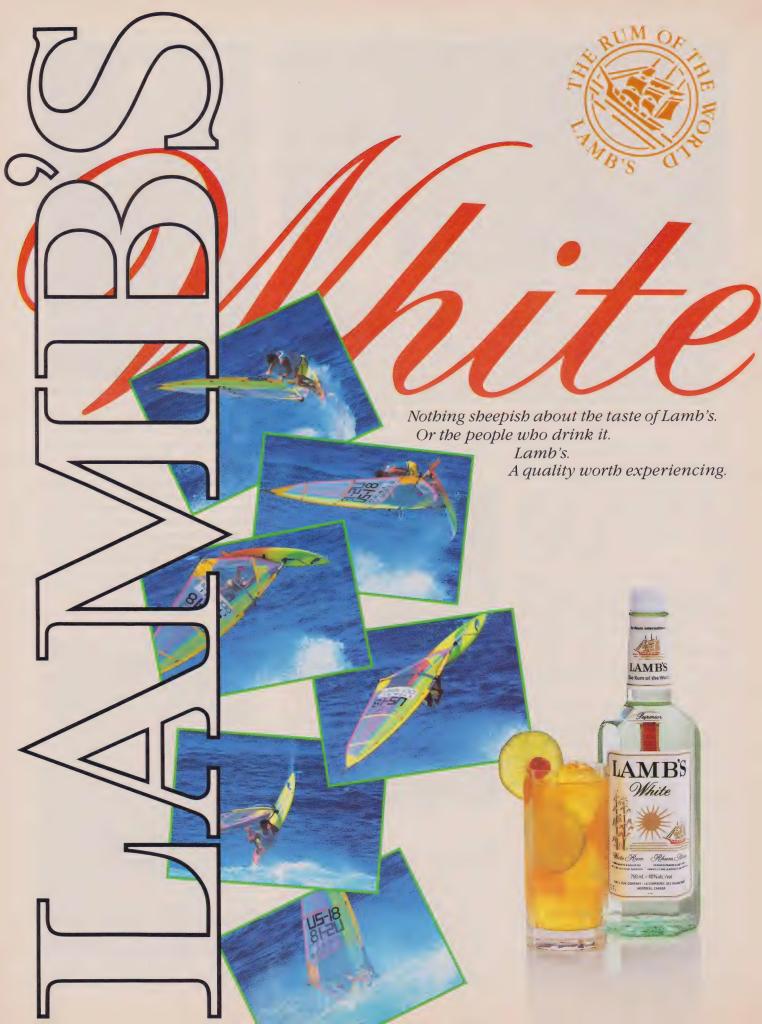
Stewart is the fifth generation of his family to be a member there. "So you can see, I have an historic tie," he says. The church had more than 120 members in its heyday. But in the late 1960s, the church ran into problems: many people moved from Crossroads to Charlottetown, and membership at the church dropped to as few as a dozen active members. By 1972, it was being used only occasionally, and gradually fell into disrepair.

Now, Crossroads is once again a booming "bedroom community of Charlottetown." Many locals attending Charlottetown churches felt it was time they had their own place of worship. Stewart, in his retirement, knew the time was right to restore the little church before it became more dilapidated. "I've been wanting to see this happen for a long time," he says proudly. Stewart convinced locals that rather than buy a new church, they should renovate the one they had in the community. Prospective new members met, and gave \$40,000 in loans and gifts to get the project started.

and gifts to get the project started.

The next step for Stewart was to locate the owners of the church. The old congregation, realizing they couldn't keep it going, had donated the church and property to the All-Canada Committee of Christian churches in Ontario. Stewart obtained the lease for just \$1, and the promise to start up a congregation within five years. In just seven months, the church has 43 members.

In August, the church celebrated its 178th year. Stewart was among five descendants of original members present at the service. — Sara Fraser



PAVEL





The best time to do the trail

A late September or early October tour of the Cabot Trail is all the more spectacular because of the brilliant autumn colours

here's a mini-tourist season in Cape Breton that few "outsiders" even know about. And, it has a totally different look and feel from the "main" tourist season that contributed \$161 million to the island's economy in 1987. There are no "Caddies" towing 30-foot travel trailers with Florida license plates ... gone are the Bermuda shorts and brightly-coloured shirts that remind you of someone who's been caught between two feuding artists who had nothing but their pastels for weapons. And, the practiced art of watching a member of the opposite sex amble lazily along a warm Cape Breton beach is nothing but a bronze memory.

It is almost a "private" tourist season, reserved for native Cape Bretoners and those from off the island who live close enough to spend a weekend exploring on the island side of the Canso Causeway. This tourist season is the last week of September and the first couple of weeks in October — it's the annual autumn foliage colour change along the Cabot Trail.

While the "trail" is known by visitors from around the world as a place of spectacular scenery and rugged coastlines, most tourists miss what many people feel is the best season to travel in Cape Breton — those few weeks leading up to Thanksgiving Day.

An autumn tour of the Cabot Trail is an annual event for many "local tourists" who view this as the official close of a much too short summer and the beginning of another seemingly-endless Cape Breton winter.

Starting at the village of Baddeck, which is where the roughly oval trail "begins and ends," the traveller has two directions to choose from when deciding



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TRAVEL

how to best enjoy the unforgettable scenery that will be encountered in the next 184 miles. It's a choice between the clockwise route that will first take you through the Margaree Valley, approaching the MacKenzie, North, French and Cape Smokey Mountains from the west, or counter-clockwise that brings you first to St. Ann's and Ingonish. The clockwise route is a popular choice for many.

The Margaree Valley in the fall of the year is an experience not soon forgotten. The highway on the eastern side of the river varies in elevation so that one minute you're following the river just a few feet above the water and the next minute you're high up on the side of a hill looking down on flat pasture land full of grazing cattle and across the valley to the hills on the west.

At Margaree Harbour, the highway leaves the valley and runs for several miles along rugged coastline to the village of Cheticamp. Once through this historical Acadian fishing village, the visitor enters the Cape Breton Highlands National Park. For the next hundred miles or so, the highway enters and leaves the park a number of times, since the park boundaries don't follow the road. And, it's also here that the road climbs into

the mountains, passes through the villages of Cape North, Neil's Harbour and Ingonish, and then descends on the south side of Cape Smokey, the smallest of the four mountains with an elevation of 907 feet. All along this mountain crossing, look-offs every few miles give the traveller a chance to stop and take the time to enjoy the ocean views, the switchbacks just travelled and the autumn colours of the highlands.

Another way to enjoy the scenery here is to take one of the 28 hiking trails that range from short, 20-minute strolls to

overnight back-packing trips.

Another coastal run from the foot of Cape Smokey to Indian Brook leads to another choice in direction. While following the highway to Jersey Cove and taking the cable ferry across St. Ann's channel is the shorter of the two routes, a right turn at Indian Brook brings you through Tarbot, Goose Cove and St. Ann's.

A short run down the highway to the west and you're back in Baddeck, completing the route. You've travelled 184 miles through some of the most colourful

scenery anywhere.

Somehow it makes the inevitable settling-in of another long Cape Breton winter a little easier to take.

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Little known autumn haunts

he natural environment strikes a chord in all of us. And perhaps at no one time is this more apparent than in the early fall when deciduous trees begin to change from summer green to autumn's yellows and reds. Unlike the rest of the region, the forested areas of Newfoundland and Labrador include the predominantly evergreen trees of the Boreal Forest. In the western region of Newfoundland, however, deciduous trees like red and mountain maple, white birch and trembling aspen provide vibrant fall splendour — if you know where to look.

In Corner Brook, Margaret Bowater Park is an appropriate starting point for a tour of Newfoundland's most scenic fall colours. Then follow the Trans Canada Highway to the east where the Humber River flows through an impressive glacial valley whose 2,000 foothigh slopes are a mixture of hardwoods like birch and maple and softwoods such as fir and spruce.

In the Humber Valley, birch trees are found in some of the largest almost pure stands found on the island. The Humber Valley widens considerably at Deer Lake and the forest composition also changes with more evergreens and fewer brilliant deciduous trees.

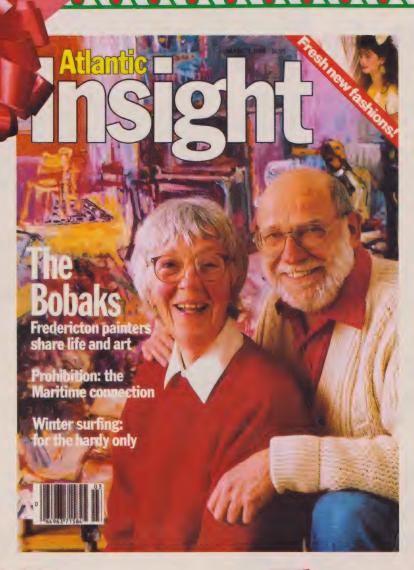
Besides the Humber Valley, there are

other lesser known areas close to Corner Brook which are also colourful in autumn. The Cook's Brook Valley (named after Captain Cook who first charted the Corner Brook Bay of Islands area in 1767), is located just west of Corner Brook. It is accessible by a walking trail and is a popular spot for local photographers and hikers in the fall. The Gillian's Brook Valley just north of Corner Brook is also popular and is easily accessible by car and on foot. Although Western Newfoundland has the most varied fall colours, the central region contains some of the province's only stands of trembling aspen, which turn bright yellow in fall.

Of all the Atlantic provinces, Newfoundland is perhaps least known for its autumn colours — but Corner Brook and the Humber Valley are a show case for fall foliage. Also keep your eye out for the larch or tamarack, one of the few conifers to drop their needles. Larch are found in a variety of habitats from bogs to barrens and their yellow needles brighten many hillsides. And like its one-and-a-half-hour time difference — Newfoundland's fall splendour is best seen earlier than in the other Atlantic Provinces — they usually peak by the first week in October. by Keith Nicol







WRAP IT UP EARLY

This Christmas, give them a gift they'll really appreciate — a gift of Atlantic Canada.

A subscription to *Atlantic Insight* is the perfect solution to all your gift-giving needs. And it's a great way to share news with family and friends across the country — your nephew who went off to university in Ontario, or your grandparents in Newfoundland or how about those relatives out West who long to keep in touch with the Atlantic provinces.

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The nutcracker is a unique product which will crack the hardest nuts with little trouble. It avoids the usual mess associated with cracking nuts by containing everything in the bowl of the cracker which can be held comfortably in

the palm of your hand.

Utilizing a ten step process, the nutcracker is constructed from either native maple or birch with a contrasting teak knob. After the nutcracker is produced an odourless, tasteless and non-toxic oil finish is applied. This enhances the natural colour and beauty of the wood which is easily maintained by wiping with a damp cloth and refurbishing periodically with good quality vegetable oil.

Distinctive garlic boards, carved in the shape of a garlic bulb, are available in either maple or oak and are selected for beauty as well as durability. Ideal for chopping garlic and onions or serving cheese and crackers or paté, the boards measure eight inches in diameter. The garlic boards come complete with a matching versatile spreader that can be used for patés or butter.



The nutcracker and garlic boards are products of MacLean Brothers Woodworking, a small craft business in Antigonish, Nova Scotia, owned and managed by brothers David and Peter MacLean. For the past eight years, they have been producing high quality wooden kitchen items and giftware.

The salad servers are made from dried solid bird's eye maple which has aged for several years. They are enhanced by the natural contrast of light and dark areas in the wood, a staining which is caused by minerals dissolved in the tree's sap.

The servers are individually crafted through seven separate stages, creating a surface quality which brings out the beauty of the wood. A natural oil finish, which is nontoxic when set and tough enough to stand up to regular daily use, is the final production stage for the servers.

The salad servers are handcrafted by Anthony Ratliffe of Durham Bridge, New Brunswick. Anthony is an expert craftsperson and particularly attentive to fine details.

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Halifax offers the business traveller everything from interpreters to office space

An office away from home

Business travellers coming to Halifax can now leave their home office — and city — without losing their competitive edge

by Charmaine Gaudet
ime was, hotels lured travellers with
the promise of a home away from
home. They still do but many hotels
now offer services and amenities catering specifically to business travellers,
in an attempt to create an office away
from home.

Metro Halifax has seen some major changes in this direction in recent years. The Halifax Sheraton now has a business centre providing typing services, fax transmission and receiving, photocopying, telex machines, IBM PC computers and laser printers. The Sheraton also rents office space to guests and non-guests,

including a message service to take incoming calls. These services tend to be pricey. Typing, for example, costs \$10 for the first page and \$5 for each additional page, with a more economical \$25 hourly rate available for large quantities. A computer/printer package rents for \$20 an hour, including the use of all software — and office space ranges from \$20-25 per hour, \$75-80 per day, and \$350-375 weekly.

Combining the features of hotel and apartment living, all-suites are especially appealing to business people away from home a week or longer. Cambridge Suites in downtown Halifax is the largest all-suite hotel in metro, with 200 units ranging from bachelor-type apartments to two-room suites. "The concept is basically giving travellers a suite for the same price as a room," explains general manager Richard Stinson. "We can do that because we haven't spent a lot of money on expensive lobbies, etc. but have concentrated instead on the rooms themselves and their furnishing." All units have a desk, sofa, television, telephone, microwave oven, fridge, sink, dishes and cutlery - plus a bed and private bath. The longer you stay, the less per night you pay.

Other service industries are gearing to offer travelling business people office

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HILTON INTERNATIONAL SAINT JOHN

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essentials while on the road. PC Rentals in Halifax has 850 units of computers and computer-related equipment, from IBMcompatible PCs with extended memory to laser printers, digitizing tablets, modems and an impressive range of software. They also offer 24-hour service. Company president Steve Sykes says, "Our biggest single area is in (computer) training - where companies are bringing in their executives from all over the Maritimes."

Sykes says they can provide "just about any custom configuration" of hardware and software. "We have provided computers on as short notice as four hours," but for orders of 24 computers or more, he advises booking a week or more in advance. The company offers daily to six-month rates — which also vary depending on what you rent.

IMP does a brisk charter airplane business flying business people around the Maritimes and North America. Dianne Babin with IMP's aviation division says, "We get a lot of business from companies with plants or offices around the Maritimes." National Sea, for example, charters airplanes from IMP to fly buyers and executives to and from their plants in Nova Scotia, Newfoundland, Maine and Florida, and their Hong Kong, Tokyo and Lisbon sales offices. According to National Sea's communications

officerLindaDeGrace, "We find IMP's service excellent." Rates range from \$430-465 an hour to charter five- to eight-seater twin engine airplanes.

Halifax - based Cougar Helicopter has a fleet of four-to twelve - passenger helicopters that will fly virtually anywhere they can safely land. Their coneuverability makes

helicopters particularly suited to out-ofthe-way places and aerial photography. According to office manager and part-owner Brenda Johnston, "We fly a lot of mining, fisheries, insurance and salvage companies." Hourly rates range from \$500 for the four-passenger Bell 206B to \$1800 an hour for the twelve-passenger Sikorski S-76 — plus fuel.

Limousine service is popular with local companies wanting to give visiting VIPs and executives the red carpet treatment. Also many business people charter limousines on their own because they enjoy launching a business trip with a luxurious ride from the airport. Corporate Choice limousines in Halifax



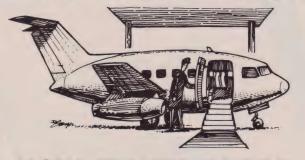
offers five levels of chauffeur-driven vehicles, ranging from a Lincoln Towncar to a full stretch limo with tinted windows, TV and rear stereo — all equipped with cellular phones. General manager Bob Webster notes that executive vans are becoming the real big seller though. "It's a custom-built van that seats six very comfortably. It has big, long windows great for touring." Charter prices range from a flat airport-to-Halifax rate of \$35 for a four-passenger Lincoln to \$45 for the van and \$68 for the six-passenger stretch limo.

Joanne Lovett, secretary to the president of Maritime Life, confides that in the past, limo service in metro left something to be desired. "We often had problems with scheduling. Drivers would show up on the wrong day. They weren't really all that professional." Bob Webster says that Corporate Choice aims to change that image. "Our drivers are courteous and experienced. They wear uniforms. And with some advance notice we can provide drivers who are fluent in French."

The Halifax-based International Language Institute has also secured a niche in the corporate market. Chris Musial, director of corporate services, notes that often "a non-English speaking person may be in charge of setting up an office here — or may be coming here to buy and set up a contract. That person may not feel sufficiently comfortable in English to sign a major contract or make a counter offer." The Institute provides interpretation, translation and language training services - most frequently in French, German, Spanish, Japanese and Arabic, although, according to Musial, "We can provide services in almost any language, from Punjabi to Swedish to Swahili." Interpreters hire out from \$50 an hour for consecutive (back and forth conversation) translation to \$450 a day each for simultaneous translation (i.e. conferences), and manuscript translation starts at 18 cents a word.

The cost of doing business on the road isn't cheap. But for those who are willing to pay, metro Halifax offers services to ensure business as usual, without missing a beat.

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Using the company's illustrious handmade paper, the maps are printed according to 17th century European papermaking techniques. Each map is a detailed replica of the original document and whenever possible, the originals were professionally photographed. The negatives were then transferred to lithography stones or plates and printed one at a time to ensure the highest quality. The maps are specially cured to achieve aging and can be left in the attractive desk blotter or placed in a frame to decorate a wall.

Old Harrie's Shed is run by K. Reith Blake, the owner and master papermaker and expert in the design of historic maps of Atlantic Canada. The company, in operation for the past 10 years, is renowned for producing high quality items from handmade paper.

The maps measure 40.5 x 51 cm (16"x20") and are

available in elegant yet functional desk blotters. Available through this special offer are historic maps featuring Atlantic Canada in 1760, Louisbourg in 1745 and L'Accadie in 1757. The blotters are produced from handmade paper of durable cotton rag with gold etched side panels and a mylar overlay which protects the map when in use.





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Detour to a fall festival

Smaller communities in the Atlantic provinces are offering a wide range of diversions to entertain the fall traveller

by Carol McLeod all is the time for detouring to one of the many Atlantic communities hosting Oktoberfests and harvest festivals.

Over the last few years, the number of tourists attending fall fairs and festivals in Atlantic Canada has increased significantly. That's largely due to the fact that more people are travelling throughout the region in September and October. "We had about a 12 per cent increase in the number of motor coaches last fall over the previous year," says a spokesperson for the Prince Edward Island Department of Tourism, "and we expect that trend to continue."

"September and October have a lot to offer," says Debbie Thorne of the New Brunswick Tourism Department. "It's cooler, the fall foliage is spectacular, attractions are less crowded, and accommodations are usually at off-season rates. Autumn travel is becoming a trend for seniors or couples without children or those who prefer to travel once their children are back in school.'

In New Brunswick, Kings Landing Historical Settlement — a reconstructed 19th century village located 35 kilometres west of Fredericton - is holding a Thanksgiving celebration on October 8, 9 and 10. An auction of the preserves and handcrafts made in the settlement during the summer is scheduled for October 9, while a turkey shoot will be held all three days from noon until 4 p.m. Instead of aiming at birds buried to their necks in sand as they would have a century ago though, visitors will fire brown bess muskets dating from 1840 at wooden targets cut in the shape of turkeys.

"Many people say autumn is the best time to visit the settlement," says Kay Parker, director of public relations at Kings Landing. "The fall colours are beautiful and the aromas are marvelous."

Hosting an entirely different type of celebration will be Gasthof Old Bavarian, a German restaurant located in Knightville between Moncton and Sussex on route 890. Every Saturday night in October, the restaurant will hold an Oktoberfest featuring German music, Bavarian decorations and a meal of brat-



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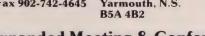
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TRAVEL



Windsor hosts an annual pumpkin weigh-off wurst (Oktoberfest sausage), potato salad, sauerkraut and German desserts.

Another Oktoberfest — this one sponsored by the United Commercial Travellers — will take place in Moncton on October 7 and 8 at the Agrena. Peter McClure, organizer of the event, expects a crowd of about 3,000 to fill the Agrena.

On Prince Edward Island, Orwell Corner Historic Village will hold its annual Harvest Home Festival on October 15. Featured will be a threshing demonstration, cider pressing, a harvest dinner and an old-time dance. According to Wendell Boyle, director of the festival, one of the most popular events each year is the straw man contest. "We provide the straw, and people bring old clothing and whatever else they need to make a scarecrow." He says that because the festival is something different, it draws a crowd from both rural and urban areas. "People seem to enjoy the simple down-to-earth things."

Among the fall events planned for Nova Scotia is the October 1 Bavarian Garden Oktoberfest in Denmark.

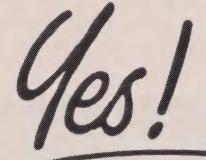
On October 10, the town of Windsor will celebrate its annual Pumpkin Festival. Included in the lineup will be a pumpkin pancake breakfast, a pumpkin carving competition, a pumpkin pieeating contest and the international pumpkin weigh-off. "Most of the events are held outdoors in the cold," says festival chairman Chris Fry, "but people come anyway — mostly out of curiosity." The weigh-off begins in the morning when Maritime antries are heisted onto

The weigh-off begins in the morning when Maritime entries are hoisted onto the scales. In the afternoon, organizers in Windsor link up by telephone to compare results with organizers of pumpkin festivals in British Columbia, Ohio, New York, Arkansas, Illinois, Massachusetts, New Zealand, Australia and Italy. "That makes it a truly international event and attracts a lot of interest," says Fry.

Newfoundlanders can look forward to

Newfoundlanders can look forward to the Trinity Conception Fall Fair, which will take place in Harbour Grace from September 22 to October 1, and to a one-day Oktoberfest, which will take place in Grand Falls on October 1.

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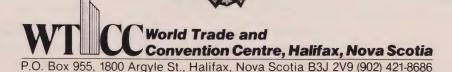
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TRAVEL

Mainstreet flexes its muscle to bring shoppers downtown

Independent retailers are luring shoppers back downtown with a combination of specialty shopping and slick presentation

by John Wishart hen Tracey Fogarty was looking for a home for her new fashion boutique three years ago, she chose a busy sidestreet in Moncton's downtown core. In a city gone mallmad, a downtown location may have seemed suicidal to most people, but not to Fogarty.

"When people come to specialty stores like ours, they're looking for something very specific," Fogarty says. "You avoid those people who go to the malls for a couple of hours to browse."

Fogarty isn't alone in shunning mall life for the comforts of downtown retailing. From Main Street in Moncton to Spring Garden Road in Halifax and Queen and Grafton in Charlottetown, independent retailers are proving that Mainstreet shopping in Atlantic Canada is here to stay. The sprawling suburban shopping malls still command a healthy share of the market, but industry spokespeople say downtown cores are becoming trendy again, especially with business travellers and tourists.

Visitors to cities in Atlantic Canada can probably find the same mall outlets back home, according to downtown advocates. That's why today's traveller seeks out the smaller independents who thrive in rejuvenated central business districts. And while visiting shoppers may want a bargain as badly as the next guy, they're shopping downtown for another reason, says Betty Rooney of the Moncton Central Business Development Corporation: "They're going downtown to get...the

sense of a community."

The tide has turned so much that even downtown malls don't like to think of themselves as malls, says Jessica MacNeil, marketing director for Spring Garden Place in Halifax. Spring Garden Place contains 31 stores (30 of which are independents) on the city's busy and trendy Spring Garden Road. The Halifax development aimed for the high end of the retail market, MacNeil admits. "We wanted to stick with selective shopping. A customer comes in and knows what he or she wants and expects the service to match." Visitors to downtowns today are more likely to find that in independent shops, she suggests. "When you go into an independent you're likely to find the owner behind the counter - someone

who really knows what he or she is talking about in terms of quality and product and service."

Neal Conrad, the man in charge of Nova Scotia's Mainstreet Program, says the staff mix of a mall outlet versus a "Mom and Pop business" downtown is usually reversed. Malls rely heavily on younger, part-time employees, while staff in independently-run downtown stores tend to be career sales people.

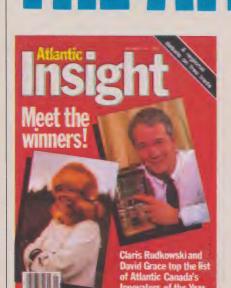
Conrad says downtowns have generally moved upscale, leaving the malls to serve the low to middle end of the market. "Traditionally, downtown tried to be everything to everybody," he explains. "But the retail mix has changed; they're finding their niche...We believe downtown stores can't compete with the malls on price or convenience, but they can compete in service and product quality and diversity."

Downtowns needed some government help to meet the mall challenge. Nova Scotia and New Brunswick administer mainstreet programs which cost-share downtown improvements. Heritage Canada operates its own mainstreet program in 12 Atlantic communities, from a small but successful program in Carbonear, Nfld., to larger cities like St. John's and Charlottetown, P.E.I. Some provinces even declared moratoriums against large peripheral shopping malls.

The moratorium proved crucial to the development of Confederation Court Mall in downtown Charlottetown. Ten years ago, a group of independent property owners combined their vacant backyards, parking lanes and warehouse space into Dyne Holdings Ltd. With some borrowing help from the Charlottetown Area Development Corporation, the downtown business people built an enclosed mall around their two blocks incorporating more than 35 retail outlets, four banks, 125,000 square feet of office space, the Holman's Specialty Store, and a 400-seat food fair. An additional 15 per cent surcharge on property taxes financed a 384-car parking garage. Another 500-car garage opened this year.

Dyne President Michael Arnold thinks Confederation Court has become a model for downtown redevelopment in the region. "We've had people come from as far away as British Columbia and say 'How the hell did you guys do that down

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OF THE YEAR AWARDS FOR 1988

This year marks the third annual Atlantic Canada Innovator of the Year Awards Competition. These awards, jointly sponsored by Atlantic Canada Plus and the Atlantic Provinces Economic Council in co-operation with *Atlantic Insight* magazine, are intended to highlight the achievements of the many innovators who play a key role in Atlantic Canada today.

To us, innovators are people who have come up with new ideas and activities which add to the quality of life in this region. They are in small business, building a new enterprise from scratch or large corporate organizations, working to identify new markets and new products. They are also found in many government organizations, co-ops, universities, research labs and our arts community.

A distinguished panel of judges named by the three sponsoring organizations will select candidates for a short list and name the winner. The January 1989 issue of *Atlantic Insight* will feature a cover story on the winner and the finalists.

We are soliciting nominations for this award. To nominate a candidate, write us a letter describing the achievements of the nominee and the ways in which he or she meets the criteria for this award. Provide as much information as you think appropriate. The deadline for nominations is October 14, 1988.

Nominees who are being considered by the judges for the short list will be contacted and asked to agree that their name should stand for this award.

AWARDS CRITERIA

The criteria which will be used to assess nominees for the Atlantic Canada Innovator of the Year Awards are as follows:

- originality of the nominee's ideas or activities
- a record of achievements in innovation,

indicating the candidate's ability to implement his or her ideas and activities

• the past, present and anticipated future benefits to Atlantic Canada of the ideas and activities of the innovator (benefits defined include economic, social and cultural)

Nominees for the award must live and work in Atlantic Canada.

Employees and directors of the sponsoring organizations are not eligible for nominations for the awards.

Deadline for nominations: October 14, 1988

Write in confidence with your nomination to: James Lorimer, Publisher Atlantic Insight 1668 Barrington Street Halifax, Nova Scotia B3J 2A2

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Market Square in Saint John, N.B. offers shoppers specialty stores and services

here? ' " The Dyne partners had offers from major outside developers to build an impressive complex on their prime city block, but there was a firm belief to "do it ourselves," he says. The proximity of the 600 hotel rooms and the Confederation Centre of the Arts across the street hasn't hurt either.

Location also proved key to further development in Halifax. The newest jewel along Spring Garden Road is the \$60 million Park Lane project, located on the northeast side of Spring Garden between South Park and Dresden Row, which according to surveys is the busiest pedestrian street east of Montreal. Park Lane, which opened in September, incorporates three levels of retail shops, a seven-storey terraced atrium office tower, eight movie theatres, a food fair and 600-car parking garage. A second office tower is planned in Phase II.

Susan Malone, manager of the special projects for Atlantic Shopping Centres, says Spring Garden Road has its own special character. With the Public Gardens and library, universities and hospitals all within easy walking distance, it's already 'people place.'

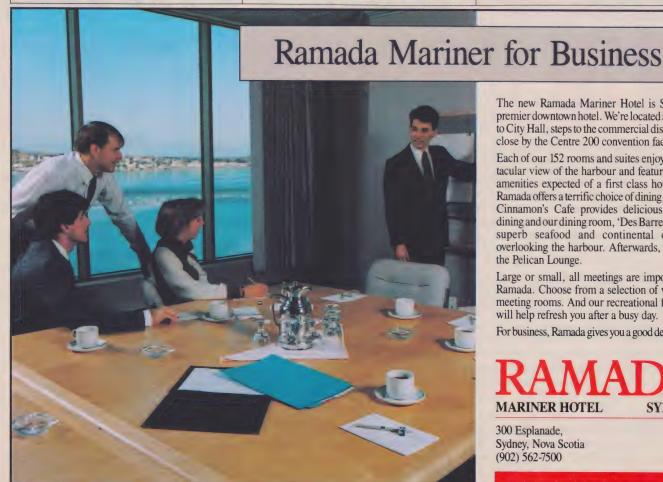
In Saint John, the creation of a central destination point in the Market Square and Brunswick Square developments has helped lure shoppers back downtown, says Shirley McAlary, president of the Saint John Central Business Development Corporation.

In St.John's, there were few vacant storefronts when Heritage Canada launched its mainstreet program in 1985, says development officer Lana Collins. But membership in the voluntary downtown development corporation has nevertheless doubled in only three years as more merchants realized the importance of joint action and marketing.

Downtown merchants in Fredericton used joint action to cut short plans for a 'killer mall." In a city where more than 95 per cent of the downtown businesses are independently owned, the merchants and city council worked together to block a proposal by Westcliff Management Ltd. of Montreal to build a 600,000 square foot mall at the top of Smythe Street off the Trans-Canada Highway.

After lobbying from various groups, Westcliff and Tritor Developments Ltd. agreed to proceed with a more modest 200,000 square-foot expansion to the existing Regent Mall. "We think we can live with that," speculates Paul Campbell of Downtown Development Fredericton Inc. "There's strong investor confidence in downtown Fredericton right now."

There's also a reawakening of the cultural and historical value of downtowns, Campbell adds. "People are saying it's just like the old days."



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UNIQUE

RAY GUY'S COLUMN

Jeezley Ballyrags at the Tickle

t was during the last provincial election campaign that arts and culture at Bung Hole Tickle, G.D. Bay, reached a kind of seminal crossroads. Bung Hole Tickle is your typical Newfoundland community, tremendously rich in both arts and culture but, until lately, unsure of how best to liquidate these precious assets.

I have connections there so I've learned first hand of that community's cultural greening. It hasn't been all smooth sailing. No sooner did B.H.T. get its artistic consciousness raised than a great schism broke out.

One faction wants to screw grants out of the government by holding the "precious cultural heritage" pedal to the floorboards while the contrary group thinks the "art-as-industry" bandwagon is the way to go.

Much may be learned from this local towrow since, according to one of those grand old traditional Newfoundland sayings, "As Bung Hole Tickle goes, so goes the Island."

"There was six of 'em," recalls Wishy Matterface, one of the community's new cultural mavens. "Whiskers and tin whistles stickin' out of 'em all over. They come out here with the Tory candidate in tow and took over the Legion hall."

I trust Aloysius, a distant relation, to give a true report. "The Jeezley Great Ballyrags," a modern folkloric ensemble from St. John's, had been hired by the Conservatives to tootle their candidate in and out of communities in G.D. Bay.

It is an extremely forward-looking group which has added elements of the Quebec fiddle, the Cajun squeeze box, the Irish boran, the Swahili armpit and Dixieland jazz to such Newfoundland folksongs as "I Don't Want Your Maggoty Fish."

"Bloody old 'Squid Jiggin' Ground'
— or what passed for it," said Wishy,
"that's all they minded. We fellers, jiggin' squids all day, sooner hear tell of
something else after supper."

The cultural crunch came when the B.H.T. squid jiggers tried to catch Loto numbers on the TV over the bar even as the St. John's folklorists persisted in giving them a modernized version of *The Squid Jiggin' Ground*.

The luckier of the Ballyrags were slung out the main entrance of the Bung Hole Tickle Legion Hall while those a little slower on their pins were accorded exit through the windows.

But there was a silver lining. The good

folk of the Tickle were amazed to learn that the folklorists from St. John's were actually paid for what they did. They were awakened to the possibilities of what they call "the arts and culture racket."

Wishy Matterface tells me that a fact-finding committee was sent off to St. John's and came back with extremely glad tidings.

The arts and culture racket held even greater promise than the sale of squid to the Japanese. Government funding had soared. As a last refuge of scoundrels, arts and culture looked to be an even safer bet than patriotism.

Even better, the suave, swinging, sophisticated capital of St. John's was hardly in the running for arts and culture dollars. What the market called for was arts and culture from the "real" Newfoundland.

B.H.T. is eminently qualified. Quaint old Newfoundland sayings are freshly-mongered there each morning. Seagull stew is a much-liked dish and the older males still wear knitted longjohns with twigs from the brushy pastures incorporated into these garments directly from the rough fleeces.

The fact-finding committee returned from town with the amazing news that the Tickle need not do anything to qualify as a precious artistic and cultural treasure; it simply had to be, to exist, rather like the Princess Margaret Rose.

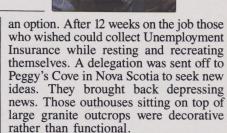
Eli Flippert Jr. was immediately chosen as the mascot, the figurehead, of all that was artistic and cultural in Bung Hole Tickle. It was his winning smile. The midwife had dropped him on his head which had given him a permanent and pleasant grimace.

Last Christmas, even as he shot out every window in the widow Alderdyce's little cottage, Eli went about the business still beaming like the Smiling Buddha.

They knocked together a little kiosk for Eli up at the junction and he sat in it from nine to five so as to entice passing tourists.

Since they'd been designated the most truly real of what was left of the "real" Newfoundland, Bung Hole Tickleites soon discovered that they were arbiters of the truly artistic and the truly cultural, that a belch in the morning became cultural dogma by sunset.

According to Wishy Matterface, the strain of preserving precious Newfoundland culture by just being themselves proved too much for some of the residents. The government rushed in with



The Tickle resolved never to allow our precious Newfoundland heritage to become grist for the tourist mill. The new Holiday Inn must be built as a functional lobster cannery and Gordon Pinsent must not do the TV commercials unless blind drunk. The government rejoiced at these spontaneous standards of purity.

Still, it wasn't easy. Being preserved in amber was all very well for flies but some of the community began to chafe, flies and all. The government demanded more, more, more.

So did the tourists and the anthropologists from the university. Most of Newfoundland's precious cultural and artistic heritage is of a particularly grisly nature. This is what makes it so saleable.

Those rich enough to afford a nice canvas of death on the ice are bound to have central heating. They enjoy the contrast at least as much as the composition. Some folkloric dirge about an horrendous marine disaster is best appreciated in the comfort of some Toronto condominium.

As the only true repository of the real Newfoundland, Bung Hole Tickle became stretched to the limit. Fake styrofoam fingers flying around down at the functional sawmill were a big hit last tourist season. But, at these rates of government subsidy, couldn't they manage a few real severed digits this year?

In real life, the occasional death by burst appendix or childbed fever were welcome conversational topics but, frankly, daily tableaux, complete with catsup spatters were a mite depressing to the actors...even as the academics admired and the tourists Kodaked.

Frankly, Bung Hole Tickle scared itself. In his welcoming kiosk up at the junction, Eli Flippert Jr. still smiled seraphically but, as his aged mother reported, he now screamed a lot in his sleep.

In short, those who bore the burden found that our precious Newfoundland heritage was a fine thing but is not something of which you would want to make a daily practice.

Another fact-finding delegation is off again to Peggy's Cove and should be reporting shortly.

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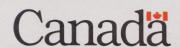
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